The Marker Lamp

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The Marker Lamp

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Address all correspondence, news, photos and drawings to the editor. All material will be gladly accepted and will be used depending on the availability of space and suitability of material. None will be returned unless a stamped, self-addressed envelope is provided. Correspondence relating to Pike Ads and Dealer Ads should be addressed to Donna Orr, 2625 Rolling Meadows Dr., Rockwall, TX 75087 (972) 722-4769 dlo-rls@sbcglobal.net

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President's Message

by Steve Barkley, MMR
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As you read this it will be November. November is National Model Railroad Month. Many modelers open their home layouts for visitation. Train shows begin to ramp up. Hobby shops are loaded with trains, and, of course, both Thanksgiving and Christmas provide each of us with opportunities to work on our layouts.

Elections are coming. If you are interested in running for an LSR office, please let Blake Bogs know before December 1. His email is superchief1520@gmail.com. His cell is 713-254-7447. Call him and let him know which position you are interested in. The deadline is December 1 to let him know you are running. Don't miss it!

Steve Blackson recently resigned as a Director-at-Large and as Nominations Committee Chair. His business has picked up to the point where he just does not have the time to devote to serving as an LSR officer. John Garfield and Riley Triggs have volunteered to take the position. Under the LSR Constitution, Steve's replacement will be selected by the current LSR directors and officers to fill the remainder of Steve's term.

We are also looking for someone to replace Steve as Nominations Committee Chair. Blake Bogs is doing this on a temporary basis but would like the LSR to find a permanent replacement. If you are interested, please let me know. This is an appointed position so you will not have to actually run in an election; just find candidates.

The LSR website was recently hacked. Jeff Palmer has done a great job getting it back up and running. Thank you, Jeff!

My term as President ends this coming June when the new business portion of the annual meeting begins. As of the time that I write this, only one person has announced their candidacy.

I am limited to two terms as President. When my term expires in June, I will replace Bill McPherson as the LSR Board Advisor.

Have a great Thanksgiving. Run some trains. Here's a link to a YouTube video of a Northern Pacific freight on my layout. Enjoy!
https://www.youtube.com/watch?v=T0BpeO5IlfU

Mixed freight

by Riley Triggs
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Speed Muller pretends not to notice I am taking a photo as George Zapalac humors me during one of my PoNY RR operating sessions.

Operation is fast becoming a popular way to have fun with friends in model railroading, and I am seeing more people wanting to broaden their involvement in the hobby by "playing" with their models.

It takes those already immersed in any aspect of the hobby to help those who don't have as much experience be better and more comfortable in their new pursuit and make the hobby better overall. A big barrier to operations is the insecurity of not knowing everything right off, which fuels the fear of breaking the railroad or locomotives and being embarrassed about the learning process. This is on my mind whenever I invite people over to operate on my Port of New York Railroad layout. I don't want anyone to be turned off of operating because of their fears.

I have a wide range of friends in the hobby who approach operation on varied levels of 'seriousness', and I want my layout to support that range in every session. The unique organization and design of my layout allows this to happen because the activities are focussed on very basic operational aspects of the train and not so much about rules, procedures, and remembering exactly how to do something for the railroad.

To begin with, my layout has mostly disconnected jobs that don't depend too much on the other and don't have much interaction. This comes directly from the prototype, and it provides people the social and physical space to operate at whatever level they are comfortable with.

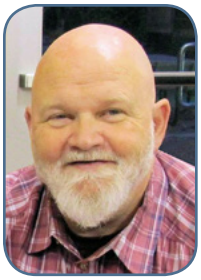
The layout doesn't depend on the anxiety-producing elements of operations like fast clocks, timetables, or complicated controls. Operators can just have fun moving their locomotive back and forth (at slow, prototypical speeds!), but all the while experiencing very prototypical work in a (soon-to-be) very prototypical setting.

My goal is to mix the rookies and the old hands together to further the enjoyment of playing with trains for everyone. Hopefully when the rookies see that prototype operations don't bite, they will be more curious and interested in learning more and be well on their way to becoming old hands themselves.

So don't forget to help out a rookie and don't be afraid to ask an old hand for advice and mix it up a bit with others in the hobby. Our built-in support group is a big part of the value of being a member of the NMRA and something we should more actively promote and make possible.

Operations are a great avenue for promoting this interaction and community building, so go out and play with some trains!

Riley



Up The Tracks

By Bill Dryden NMRA & LSR Life Member

Here are upcoming events within the LSR of which I am aware. I will provide all the information YOU send me or I can glean from other publications, websites, etc., for these events. Additional information may be available through the NMRA Scale Rails and/or various trade magazines or various websites. Also, note that all show times and dates are at the discretion of the sponsoring organization and are subject to change. Please forward any and all information about upcoming events or activities in your area, club, etc., to me via e-mail at bdr149@airmail.net.

Lone Star Region 66th Annual Convention (2017)
The Bayou City Limited; June 7 – 10
Check the LSR website: http://www.lonestarregion.com/convention.shtml
Come all!! PARTICIPATE!!!

RECURRING EVENTS AND MEETINGS

LSR Division 3 - Northeast Texas Division – Allen
The Trinity River Division meets on the Second Saturday of every month at Christ the Servant Lutheran Church, Allen. Occasionally the day or branch changes due to scheduling conflicts so pay close attention to the e-mail meeting notices that go out a week before the meeting. If you would like to be added to the e-mail list contact Jerry Hoverson JKHoverson@gmail.com.

LSR Division 4 – Cen-Tex Division – Austin
The Cen-Tex Division meets bi-monthly at the Austin Northwest Recreational Center, 2913 Northland Drive, Austin, TX. Meetings are held at 10:00 am on the Second Saturday of the odd months and include clinics, show-and-tell, DCC minute, social activities and a layout open house. For more information about upcoming meetings, see http://centexnmra.org or contact director@centexnmra.org to be added to the mail list.

Alamo Model Railroad Engineers - San Antonio
The Alamo Model Railroad Engineers meets the 2nd Friday of the month at 7:30 p.m. in the Zucht Building at the Texas Transportation Museum, 11791 Wetmore Rd., San Antonio TX. For more information call Peter Shavney (210) 317-3661 or Gene Turner (210) 355-2777; or visit the web site www.alamomodelrailroadengineers.com.

Houston Area Live Steamers
HALS has over 9,000 feet of track for you to enjoy and ride on most any Saturday of the year. Someone is usually there every Saturday with special run, operations, waybills/timetable, work and fun run days scheduled throughout the year. Our public run days are the third Saturday of the month March through November. Come see our 2,500 foot expansion in Phase 4. Model Railroaders (any scale) are welcome to attend most any time. Check our web site out at www.hals.org for schedule of events or e-mail Rick White – rick.white.jr@gmail.com for more information.

North Texas Council of Railroad Clubs – Irving
The North Texas Council of Railroad Clubs (NTC) meets the 3rd Tuesday of the month. Visit the website www.dfwtrainshows.com for more information about the NTC, its meeting site or member clubs.

New Braunfels Railroad Museum
Kids Fun Day is held on the 1st and 3rd Saturday of each month, 10:00 am to 2:00 pm. New Braunfels Railroad Museum, 302 South San Antonio Street, in the 1907 Restored Railroad Depot; New Braunfels, TX. Museum phone (830) 627-2447. Kids of all ages will have the opportunity to run model trains and become a Jr. Engineer. Also among the displays at the Kids Fun Day will be a large US Army Model Garden (G) Scale and Lego Trains. Visit our Steam Engine, Caboose, Dining Car (available for Birthday Parties) and Box Car. There will be other fun, train related activities, additional model trains, train artifacts, our 1907 depot are on display. The Railroad Museum opens at 10:00 am on Saturdays. For field trip scheduling and more information, call Howard Young (210) 542-6121, or visit us at www.nbrrm.org.

Texas Western Model Railroad Club – Forest Hills
The Texas Western Model Railroad Club meets for its business meeting every 1st Thursday of the month at 7:00 PM. The Club is located at 6808 Forest Hills Drive, Forest Hills, TX. For more information: (682) 587-2092 or www.twmrc.org or email cdo@twmrc.org.

Museum of the American Railroad
Admission is $8 for adults and $4 for children ages 3-12, and includes the Railroad Museum's 2nd floor exhibits at the Frisco Heritage Museum. Please phone ahead (214) 428-0101 to check the schedule. Enjoy our Interim Exhibits and Museum Store at the Frisco Heritage Museum - 6455 Page Street, Frisco, TX 75034.
Wed - Sat, 10am - 5pm, Sun, 1pm - 5pm

EVENTS AND SHOWS

November

18th Houston Museum of Natural Science. New Toy Train Exhibit Premier Date. Houston Museum of Natural History, 5555 Hermann Park Drive, Houston, TX. More information: (713) 639-4629, or http://www.hmns.org/

November – January 2017
(Multiple Date Events)

2015 Kansas City Southern Railroad Holiday Express Tour. Santa and his Elves will be on board this special train. Each event is free and open to the public starting at 4 p.m. More information: http://www.kcsouthern.com/en-us/pdf/2016-kcs-holiday-express-schedule.pdf#search=holiday%20express

Nov. 25th Wylie, TX, Oak Street
26th Greenville, TX, Stonewall Street Under Johnson Street Overpass
27th Winnsboro, TX, Between Walnut & Main Streets (Behind Old Depot)
28th Jefferson, TX, Downtown East Austin & Lafayette Streets (Near 239 E. Austin)
Dec. 9th Shreveport, LA, KCS Yard, 4500 North Lake Shore Drive, Gate 5
10th Texarkana, TX, Tiger Stadium @ Grim Park, 1601-1699 W. 12th Street ;
(Shuttle service provided from stadium to train)

Nov. 25th – 26th; Dec. 2nd – 4th; 9th – 10th 6th Annual Holiday Toy Train Exhibit at the Depot. Adults Free. Nacogdoches Railroad Depot, 101 Old Tyler Road, Nacogdoches, TX. More information: (936) 560-4441 or http://ci.nacogdoches.tx.us/index.aspx?NID=695

Nov. 26th; Dec. 10th; 17th – 18th; Jan. 7th Christmas on the Crescent Lines at the Crescent City Model RR Club. Sat. 12 noon to 6 p.m. (Donation) Adults $5, Kids 6 – 12 $1, Kids under 5 Free. Crescent City Model Railroad Club, 601 North Lester Avenue, Metairie, LA. More information: (504) 737-3723 or http://www.ccmrc.com/calendar/icalrepeat.detail/2016/11/26/35/-/christmas-on-the-crescent-lines-at-the-crescent-city-model-railroad-club?filter_reset=1

December

3rd; 6th – 22nd Living History Christmas. Admission: "The December 3rd opening day is free to children and adults. Regular admission price applies for December 6th - 22nd." Gregg County Historical Museum, 214 North Fredonia Street, Longview, TX. More information: http://gregghistorical.org

10th Galveston Railroad Museum's Santa Train. Admission: "TBD". More information: (409) 765-5700, or http://www.galvestonrrmuseum.com/events.html.

January 2017

21st – 22nd Dallas Area Train Show. (Sponsored by the North Texas Council of Railroad Clubs) Sat. 10:00 a.m. to 5:00 p.m., Sun. 10:00 am to 4:00 p.m. Adults $8, Kids Under 12 Free with Paid Adult Admission, Scouts & Scout Leaders in Uniform, Admission is Free. Plano Centre; 2000 East Spring Creek Parkway; Plano, TX. For more information, visit http://www.dfwtrainshows.com.

28th – 29th SAMRA 41st Annual Jamboree & Train Show. Sat. 9:00 a.m. to 5:00 p.m., Sun. 10:00 a.m. to 4:00 p.m. Adults $7, under 16 Free (limit 3) with paid adult admission. Austin Highway Event Center, 1948 Austin Hwy, San Antonio, TX. For more information: http://www.samratx.org/shows.html or e-mail: jamboree@samratx.com.

February

18th Greater Houston Train Show. Sat. 10:00 a.m. to 4:30 p.m. Stafford Centre, 10505 Cash Road @ Murphy Road, Stafford, TX. More information: http://www.sanjacmodeltrains.org/

March – April
(Multiple Date Event)

Mar. 31 – Apr. 2nd; 7th – 9th Day Out With Thomas. (Sponsored in part by the Museum of the American Railroads, Frisco, Texas). Times TBD. Admission TBD. Grapevine Vintage Railroad Depot, 705 South Main Street, Grapevine, TX. More information: (817) 410-3185 or http://www.museumoftheamericanrailroad.org/

April

8th – 9th New Braunfels Spring Jamboree & Train Show. Sat. 10:00 a.m. to 5:00 p.m., Sun. 10:00 a.m. to 4:00 p.m. Adults $8, Ages 5-13 $2, Kids Under 5: Free. New Braunfels Civic Center, 375 South Castell Avenue, New Braunfels, TX (Exit 187 on I-35). More information: www.nbrrm.org

May

20th – 21st Jefferson's Train Days Celebration. Sat. 10:00 a.m. to 5:00 p.m., Sun. 11:00 a.m. to 4:00 p.m. Adults $6, children under 12 Free (Includes layout tour of R.D. Moses T&P Model Railroad). Separate Train Days activities requiring separate admission fee include Historic Jefferson Railway narrow gauge train ride and Jay Gould's business car "ATALANTA" guided tour. (Discounts available for multiple admissions) More information contact the Museum at (866) 398 – 2038 or (903) 665 – 2775, or www.jeffersonmuseum.com, www.jeffersontraindays.com and www.jeffersonrailway.com.

Excursion Train Trips

Austin Steam Train; Cedar Park, TX; (512) 477-8468; www.austinsteamtrain.org
Grapevine Vintage Railroad; Grapevine, TX; (817) 410-3185; www.gvrr.com
Old Hickory Railroad; Jackson, LA; (225) 634-7397; www.louisianasteamtrain.com
Texas State Railroad; Palestine & Rusk, TX; (888) 987-2461; www.texasstaterr.com

Please consider our deadlines for submittals and publications to allow adequate lead time to correctly announce your event – Column submission deadlines are the 15th of January, April, July and October; publication of the ***Marker Lamp*** is the middle of the following month.

Model for the FBI

by Leo Palitti

On Christmas Eve afternoon 1993 (a Friday) I was in the kitchen getting Christmas dinner ready for our family when the phone rang. On the other end was Fort Worth attorney Jeff Kearney. I've known Jeff for years from our time at TCU before he left for Baylor law school. Jeff had joined the pro bono defense team for Branch Davidian survivor Jaime Castillo.

Mr Castillo survived while 85 Branch Davidian members lost their lives as the structure burned to the ground on April 19, 1993. Castillo and several others who escaped the fire were on trial for the murder of four agents of the Federal Bureau of Alcohol, Tobacco and firearms during the Feb. 28 1993 gun battle that resulted in a 51 day stand off by David Koresh and his followers. Jeff needed a favor from me and what he needed was a model of the Branch Davidian compound to be used during the Federal court trial in San Antonio.

Jeff had seen a lot of my model railroad structures throughout the years and he asked me if I thought I could build a model of the Branch Davidian Compound? I said that would not be a problem, just give me 4-5 months and I'd have a nice model/ diorama for him. Now, this is where it got tricky because Jeff needed the model to be delivered in San Antonio on Jan 12!

This was pre O.J. Simpson and the murder trial of the Branch Davidians was HUGE and headline news world wide! Everyone in the state of Texas had been

watching the coverage for months so right then and there I agreed to take on the project. Our Christmas dinner was put on hold while I ran to downtown Ft Worth to pick up all the information on the compound that Jeff had at his office. As it turned out, all that Jeff had were 8x10 glossy pictures (hundreds and hundreds of them). I went through a few stacks of the FBI photos and selected about a dozen of the photos that I thought would help me with the project.

Upon my return home, I finished cooking dinner and then went directly to planning this most unusual scratch building project. With Christmas on a Saturday everything was closed until Monday so I planned throughout the entire weekend. The one photo I thought would serve me best was a satellite shot taken as the ATF agents pulled up in front of the compound as the siege started. This photo was taken before the gun toting ATF agents stormed out of two horse trailers pulled by pickup trucks. As I studied the photos something stood out. Pulling the second horse trailer was a 1993 Ford 150 pick up truck just

like my next door neighbor had. I measured the truck in the photo (3/16") and then went next door and measured my neighbors truck (17'-6"). This Ford 150 pick up would prove helpful over the next couple of weeks.

It just so happened that at this time in my life I was designing and selling foundation plans for residential and commercial structures. I had just discovered AutoCAD (version 12) and was taking night classes to learn how to apply this "amazing" new product to designing foundations and increasing my productivity. So for the entire project the length of the F-150 was used as a common denominator against all the walls and roof panels for the compound. It took nearly a day to draw the entire compound to scale with the dinosaur AutoCAD. Now there was a plan to follow!

After finishing up the plans a thought came to mind. Could these AutoCAD drawings be taken to an engraver along with all my styrene and be cut out? Being able to have everything cut for me would sure as heck would save a LOT of precious time. Bright and early the next morning I was at the engravers office. He specialized in safety signs and such. I showed him my AutoCAD program and he said "no problem". The only adjustment

he had to make was to set the depth of the lines to 1/1,000th of an inch. I handed the guy my sheets of 12" x 24" Evergreen styrene (plain and clapboard siding) and he was finished with all the cutting in a little less than an hour. He handed me a large box and inside was a model with lots of walls and roofs. Of course none of these pieces were numbered and didn't come with instructions.

I knew from experience Campbell windows and doors would be my best bet as the window and door frames offer more room for error. Every single window and door that the engravers cut would fit without a problem (amazing!). I made my own shutters for the dozens of windows and cut the roofing material from construction paper applied using two sided tape. The chicken coop was a Woodland Scenics kit. The swimming pool was an odd one as it had a constant slope to it from one end to the other. The tall rusty water tower by the pool also needed to be included as one Davidian member was killed up there as he was a positioned sniper that injured and killed ATF agents.

One very important detail the defense team wanted me to include

was the tunnel that connected the buried school bus where many Davidian members died. The tunnel and bus was accessible at the end of the compound and going through the bus led into a concrete tunnel and then let out into an underground bunker (all under construction at the time of the raid).

David Koresh had toys. Lots of toys! Along the side of the compound were over a dozen go carts and motorcycles. I bought one motor cycle and built one go cart. The "rest" of the toys were covered with a large tarp. I found an exact replica of his beloved Firebird and parked it right in front of the compound as it was seen in the FBI pictures. Inside the huge compound there was only one AC unit. That was a window unit in David Koresh's room. His room also had the satellite dish and was next to the gun and ammo room.

I was off work for two weeks for the holidays and also took a few vacation days to finish this project on time. I worked 14-16 hours a day until I had modeled "the perfect cult". Early on Jan.12, 1994, I packed up the diorama and headed to San Antonio. As I arrived at the hotel where the

defense team had set up shop, I picked up my "brick" cell phone and called Jeff to tell him I was downstairs. He directed me to the courthouse a block away and said he'd be there looking for me. As I drove the short distance I found myself weaving through media like I had never seen the likes of in my life. This was of course, the biggest news story in years. As I pulled up, Jeff and Houston attorney Rocket Rosen took the diorama from the back of my truck and carried it into the courthouse.

I think our smiling faces made it on every major news outlet on TV that night. Before heading back to Fort Worth I went back to spend some time with Jeff and meet the defense team. There were some big names in Texas law here. They allowed me to look at literally thousands of photos taken from the first day of the siege to the last. Those were some horrific images and difficult to look at so I decided to head on home.

The FBI also made a model of the compound that took them 7 months to build. Their model was over 6 feet long, 4 feet wide and too bulky to move around in the courtroom so both the prosecution and defense ended up using my model almost every day of the trial. After the trial the model was donated to The Helen Marie Taylor Museum in Waco. Last year the Waco Tribune opened up a museum of their own complete with a display of the Branch Davidian siege. The model was moved there to become a part of the Waco Tribune Museum. So there you have it, model railroading was a part of history! ML

Elf Saga

by Don Kimmel

This is the 15th installment of the Elf Sage

Here we are starting the 15th Edition of the Kansas City Southern's Holiday Express! To think it was about 16 years ago that a couple of Hysterical Society (KCS) members were told about this "little project" that Willis Kilpatrick and Jim Davis were doing for the CEO Mike Haverty of the railroad.

We told them that, "if the society could help in any way, just lets us know." I now wonder if that was such a good idea.

It was, and we don't regret it! Of course we didn't realize that our offer of help would entail. Like painting large (4'x8' x 1") pieces of marine plywood in a sheet metal building in July-no A/C! Or stapling a second string of 100 lights on the reindeer, with out shorting out the first string of 100 lights! But it was fun!

This year consequently was dedicated to the memory of Willis Kilpatrick, Head Elf and Master Cat Herder. The Cat Herder title was bestowed upon Willis bout the second year. It seems that he did a "live radio" interview as we were riding across the old Gateway Western-think central Missouri. The radio personality asks Willis how hard it was to run the Holiday Express, well, he replied "…just like herding cats!". So by a unanimous vote of the "other" elves, the title stuck!

So we started this year's prep work a bit "down", but we knew we couldn't disappoint the public, the show must go on! We really didn't have any major improvement to accomplish, other than install 2 new "business", one of them a 6 story brick building-in

"O" scale! (pic 1 & 2). So there was some urban renewal in our snow scene, just move two houses, one lumber yard, and a dozen or so trees, just the usual. Then we had to decide which "bus" line we could tie into….one would think with 3 separate bus lines, we would have enough "power" to do bout anything, but somehow over the past years, we have added a few too many "extra" lights! Well anyway we lucked out and got one the "lower" loaded line on the first try, but then…poof, all the lights went out!

I didn't add that many more lights, and most of them were LEDs…. so why did the entire car go black? It seems that someone forgot to: 1- fill the fuel tanks for the generator, and/or; 2- plug us into the "ground" circuit. Are we having fun yet? (#3&4). To solve that problem, we first had to contact the Yardmaster, tell him what we needed, then he called over to the Mechanical Foreman, to see if they could get someone to "plug" us in…I figured that was going to take a while, so we might as well call it a day and head on, well, as we were getting into our trucks, here comes a procession of vehicles, one was the Ass't Yardmaster, another was the Car Shop Foreman, with the third being the Mechanical Foreman himself. I didn't really mean to kick over that ant's nest, by just plugging in a set of lights! Who said being in a historical society isn't fun?

Needless to say, the lights worked. Then we started to replace the various bad lights, with no major issues, other than one person being on a garage crawler under the layout, which is only 24" off the floor-outside that is in reality you have about 20" of elbow room, with your partner telling you that you just cut the working light, it's the next one…. are we having fun yet? To be truthful, we were having fun.

Well, all of our repair and replace and testing went off with out any more major issues, so by Nov 21st, we were ready to go.
This years run was going to be a "north-south" run, we would go all the way south to Victoria and make a "quick" run to St Louis, then a 5-day grind at Union Station in Kansas City. Only 20 "cities" in 24 days, a short year! To reward us, they added a new sleeper this year, the Baton Rouge, a 5 queen-size bedroom car, actually an old Amtrak coach. Did a "bit" of conversion first. (#5 & 6). We would leave very early on Friday the 27th, so one needed to be onboard by Thursday the 26th (Thanksgiving) by noon! Why noon I asked, never did get an answer, not that it really mattered, a train ride was involved!

Due to the fact I still have a job, I wasn't doing the "southern" leg this year, but I would board when it came back to Shreveport on the 4th of December, then go north. I must be crazy for cold weather, or I don't seem to remember how cold it gets up there! But, here was an opportunity to "live in a 9' diameter steel tube, take short (2-3 minutes) showers and eat all the meals off of paper plates with plastic utensils…. are we having fun yet?

As I was loading the truck to head to the yards to meet the train, one of my fellow elves called me with a few "urgent, really important, and really needed items". Like batteries for his camera-he doesn't believe in digital-and someone, who shall remain anonymous, forgot to bring their tooth-paste. So could I swing by a drug store and get these badly needed items. So much for a "last, real meal" with my wife, got to run.

As it turned our, the train took a bit longer to get back to Shreveport then planned, bout 6 hours. When I arrived, they were still "watering" the cars. After 15 years, they have it figured out how many days we can go before we become "…don't flush, we are out of water" conditions.

I know a couple of times in the past we prevailed upon the local fire department to "fill us up", and they have never refused us. Well anyway, while they were watering, we were not "blue flagged", so I had to toss the requested items up to the waiting hands. They finally got us "locked in" just before lunch, so I found out how wild this years "South Texas" leg was. It seems that except for the time in Kendleton Yard-which is in the middle of nowhere-the crowds set all new records, in other words, them Texans sure came out!

Also, due to the longer time it took to get back to Shreveport, we would bag immediately after lunch! Does this sound familiar? Oh, by the way, 6 of the volunteers got off, so there will only be 6 of us bagging, till the other 2 folks get here. We were a bit short-handed, but we are "trained" elves, so bag away! Two hours later, it was time to "suit-up" for tonight's show. At least the weather was decent, like 55' at 3:30 when we started. By 8:30, the temp had dropped to 39', and 2400 folks had visited us, short night, early supper!! Off to Texarkana, actually Ashdown, (#7) but we would spend the night somewhere in the middle of nowhere. We did. (#8)

Next morn it was back on schedule-not a train schedule-but the ELF Daily Operating Schedule(E-DOS), this includes operating on Sundays! No, just breakfast at 8, bag/clean-8:45-10:45 or so, "free time"-11am till Lunch at 1pm, and then be ready, in the back of the Port Arthur by 3pm, show 3:?pm to the last child, then supper –depending upon finish could be 8:30pm to 10:30pm, then free time. One would be surprised at how easy it is to slip into this routine! Only problem, funny in a way, is you tend to know the date, but you lose track of the day. Happens every year.

From Ashdown to Heavener (major yard & crew change), then Stillwell, Neosho, Joplin, & Pittsburg, it was big crowds at each stop! (#9 & 10) Have to tell a "funny-sort of" story. Our Santa, who is the best, had a "small accident" at one stop, which shall remain anonymous to protect the family. It seems for only the second time in years, he had a "major, sopping wet diaper incident"! And he only brought one uniform! One would be surprised at what these "air fresheners" can do in a pinch. He was a bit mad at the parent for not being aware of the wet nature of their child's tosh. It made some fun supper conversations.

This year's trip was different thanks to the weather, I didn't have to put on the long johns till we got up to central Missouri. In fact, that was the first "cold" morning so far on the trip.

Usually by this stop, if past memories don't fail me, I have been bundled up like the Michelin tire man usually by these stops. Of course it had to rain too, so….it sure didn't stop the folks in Mexico nor Roodhouse from paying Santa a visit. I think we equaled the best turnout in each place, despite the weather! Next stop was central Missouri, Slater (place is ALWAYS cold!) then on to 5 days at Union Station in Kansas City. Union Station is a really wonderful place, unless one is living on a train, that is sitting on a siding 6 tracks, two chain-link fences, two elevators, and one bridge away. On a good day, not waiting for an elevator, it takes an elf bout 15-20 minutes to go one direction, let alone a round trip. First year that they put us there, Head Elf told us to take 30 minutes for lunch, when it took 40 minutes for the round trip. Needless to say, we lobbied for a bit more time, like an hour. We got it! One has to keep his workforce happy.

All in all, it was another successful year for the Holiday Express. We raised over $160,000. For the Salvation Army, and had over 86,000 visitors. The folks in Kansas City were happy, and the elves were happy, so, yes, I will do it again. ML

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Pike and dealer ads are now available in color for the same price! Share your railroad or advertise your business to others while supporting the Lone Star Region.

- **Do you have a herald for your railroad?**
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Let everyone know about it with a color ad!

Pike ads are $8 per year and dealer ads are $20 per year.

Checks should be made out to:
LSR NMRA

Then send to:
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Rockwall, TX 75087

Ads can then be sent as a JPG file attached to an email to:
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Crescent City Progress Report

CCMRC members Marvin Ackermann (left) and Tommy Naquin speak to Dewey Keller and his mother at the TCA Train Show. Dewey has since joined the CCMRC and is one of our newest members. Photo by Maureen Mason

Text by Ken Mason

Since the first article came out in the winter issue of the Marker Lamp the work in the Crescent City Industrial District and the port is coming along nicely.

The track layout has been slightly modified and installed by Phil Tiller. The layout committee has gotten together to decide on the scenery and most of it has been installed by Ken & Maureen Mason and Michael Bushnell with help from Andrew Fourcade and Charlie Stauder. We were even able to teach a couple of newer members how to install ballast and got help from Keith Stoufflet Jr. and Scott Cruanes. We have a new oil loading platform at the far southern end of the layout and it will blend in well with the other industries set along the riverfront wharves.

A recent layout committee meeting was able to determine where to put industrial building flats, roads, parking lots, grade crossings and also where to put each industry and decide what was going to show on the back-drop between the buildings. Phil has installed the many street crossings and handled the construction of the roads in the port area. There are a couple of

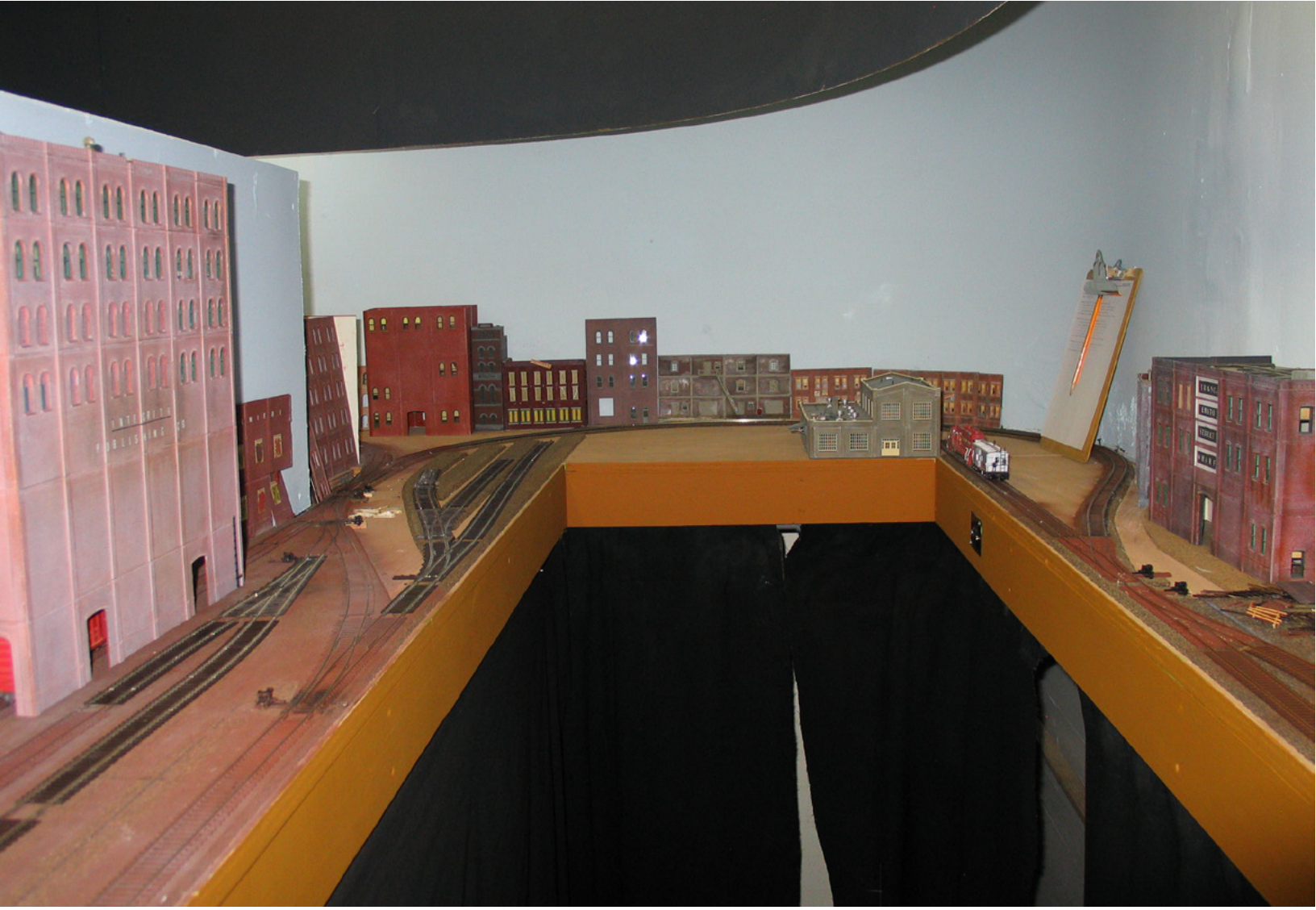
From left to right, Michael Bushnell demonstrates his ballasting technique to Phil Tiller and Tommy Naquin.

CRESCENT LINES

Jonathan Esposito adds ballast cement following Michael's technique. Photo by Ken Mason

tracks had to be extended to fit in the plans so that the tracks extend as far as needed to reach the industries and to have the doors line up with the loading dock doors. One track was actually shortened so as not to block what will be street access to the wharf area. Modifications to a grain elevator were done so that we can pass cars through the building for loading. We also plan on making a representation of the concrete flood wall that runs along the riverfront port industries like on Tchoupitoulas street in New Orleans. Ken Mason has begun making a mock-up of the flood wall and so far it should work just fine. Ken also finished the oil loading depot platform and installed the buildings and oil tanks in that area.

We recently had a Tuesday night work session for the area which included a clinic on ballasting track. Phil Tiller and Michael Bushnell led a group of members by demonstrating painting the rail webs, adding extra ties to track joining sections and of course the actual ballasting and gluing the ballast in place. The session was well attended with members, Jonathan Esposito, Tommy Naquin, Ken Mason, Maureen Mason, Ken Gaudet and Chuck Attaway in attendance. Everyone was given a chance to try their hand at ballasting if they wanted to and everyone that participated was able to see and try a couple of different ballasting and gluing techniques that were demonstrated by Phil and Michael. Most of the ballast to be done in the Crescent City Industrial District was completed that evening.



Crescent City Industrial District before being remodeled by Phil Tiller. Photo by Phil Tiller

As construction continues around the layout, we will continue to follow around behind and add in the scenery effects and track ballasting until we have each scene complete enough to move on. Once it is basically complete we can always return and add more details such as people and vehicles to bring these areas to life.

We have also been continuing the scenery refresh in other parts of the layout by adding more new trees and replacing many of the older broken and mangled trees that have been in place for many years. A good "washing" of the glued on backdrop trees and shrubbery has yielded good results and has helped to wash away a layer of dust and given those areas a fresher look. Washing the scenery is simply using a spray bottle with some "wet" water and spritzing the old dusty ground foam and trees to wash off the layers of dust that have accumulated over the years. The refresh is finally complete from the north end of the layout through the town of Nicholson and will continue in a southward direction so as not to interfere with the projects that are heading northward from Crescent City.

A few of our newer members have expressed interest in helping with the scenery refresh so it looks like we may have a scenery clinic sometime soon to make trees and have a hands on clinic on how to proceed.

Recent Club Activities

Members of our club attended the March 5th TCA Train Show in Ponchatoula, Louisiana with great success. We had two tables set up with some Crescent Lines equipment on display, a couple of laptop computers that were playing videos and slide shows of the club layout and a sign-up sheet for attendees that were interested in getting more information about our upcoming 60th Anniversary Club car. We also had flyers with CCMRC information and NMRA membership information.

Those that represented the club were Ken & Maureen Mason, Marvin Ackermann, Chuck Attaway, Tommy Naquin, Jonathan Esposito, Michael Bushnell, L J Jourdan and Ken Gaudet. During the day, club members had a few mini-clinics to show off some basic model railroading skills. Maureen demonstrated some tree making techniques, Ken showed figure painting, adding mortar to brick buildings and freight car and structure weathering, Michael had a mini-clinic on track ballasting and

Crescent City Industrial District after being remodeled by Phil Tiller. Photo by Phil Tiller

Crescent City Industrial District before being remodeled by Phil Tiller. Photo by Phil Tiller

gluing the ballast in place. Since promoting the CCMRC at the TCA show we have picked up 3 new regular members and 1 new junior member to our club that came to the show.

One of our group activity nights we had recently was to pull everything out from under the layout to assess what we have accumulated over the years and to organize all of those items. It was a real eye opener to discover what we have available to be used in construction and remodeling of the sections being worked on. By doing this as a group effort, the time it took to do this was cut dramatically if it had only been done by a few individuals. While this was done, the supplies we kept were reorganized and stored in separate areas under the layout by each committee so that they will know where their particular supplies will be when they are needed. Everyone is really pitching in to help lately and we are making positive progress in all phases of the club and the layout.

We are celebrating our 60th year as a club in 2016 and in honor of that the CCMRC has commissioned Accurail to produce a 60th Anniversary box car for us. It will be available for a donation of $30.00 each, plus $6.00 shipping for the first car and $2.00 shipping for each additional car ordered. Anyone that is interested in purchasing a car can get ordering information from our webpage at www.ccmrc.com.

Operations

Jonathan Esposito and L J Jourdan worked very hard in between everything else we have going on getting the layout and staging done for another operating session. We held a Track Warrant Control operating session on September 10 that ran very smoothly thanks to Jonathan spending MANY hours teaching our members how to follow track warrant control train operation. Jonathan has

Same area after it was remodeled and scenery was installed. Photo by Ken Mason

Port side before being remodeled by Phil Tiller. Photo by Phil Tiller

CCMRC members from left to right, Ken Mason, Maureen Mason, Marvin Ackermann and Tommy Naquin promoted the club at the TCA Train Show in Ponchatoula, Louisiana. Photo by Clay Fourrier

New oil depot facility after it was remodeled and scenery was installed.

Crescent City Industrial District before being remodeled by Phil Tiller. Photo by Phil Tiller

identified a few glitches with our NCE DCC system and he, Ken Gaudet and Tom Mills have been working to set them right.

Upcoming Events

We have scheduled our open house dates for the upcoming holiday season and they will be November 26, 2016, December 10, 17, & 18 2016 and finally January 7, 2017. All show times are from 12 noon to 6 pm. Admission for adults is only a donation of $5.00 and $1.00 for children 6-12. Children 5 and under are free. We now also have a John Allen Timesaver switching layout built and ready for our open house visitors try their hand at this switching game.

Ken & Maureen Mason attended the LSR Convention in Arlington, Texas as well and Marvin Ackermann and his wife June. We had a great time and recommend that everyone should try to attend a LSR convention at some time. We look forward to going again next year in Houston. ML

Mid-Continent Region Car Project

The Mid-Continent Region of the NMRA is offering as its current car project a set of six 40' wood refrigerator car kits lettered for the St. Louis Refrigerator Car Company. The cars are produced by Accurail and include trucks and Accumate couplers. Car numbers in this set are 4265, 4317, 4280, 4302, 4894, and 4836 and unique to this project.

St. Louis Refrigerator Car Company was established in 1878 by Anheuser-Busch Brewing Company to transport its products across the U. S. At its peak about 1920 the reefer fleet was made up of over 5000 cars. The build date on these cars is 10-42. The cars are priced at $25.00 for one car, $24.50 each for two cars, $24.00 each for four cars and $23.00 each for all six cars. Shipping is USPS flt rate based on the number of cars ordered.

To order: http://www.mcor-nmra.org/Regional- Car-Kit.php

ML

NMRA Layout Directory

Work is underway on a new program to create a member Layout Directory. This will replace the visitation feature of the old NMRA Pike Registry Program.

The Layout Directory will be an on-line system that allows NMRA members (only) to:

- Identify the layouts of participating NMRA members by location, scale, gauge, era, prototype and area modeled, etc.
- Review the particular features of the layouts
- Contact layout owners to arrange visits or exchange common-interest information

Layout owner participation will be voluntary and built-in security features will protect privacy.

A working group has been formed to develop the Directory and input is needed from NMRA members.

One of the first tasks of the group is to survey layout owners from the old Pike Registry and visitors to their layouts to determine:

- What visitation aspects worked
- What didn't work
- What features they liked
- What features they didn't like
- Suggestions for the new Layout Directory

The working group also will survey other NMRA members who either own layouts or are interested in visiting layouts to determine what they expect from a directory, what concerns they may have and suggestions in general.

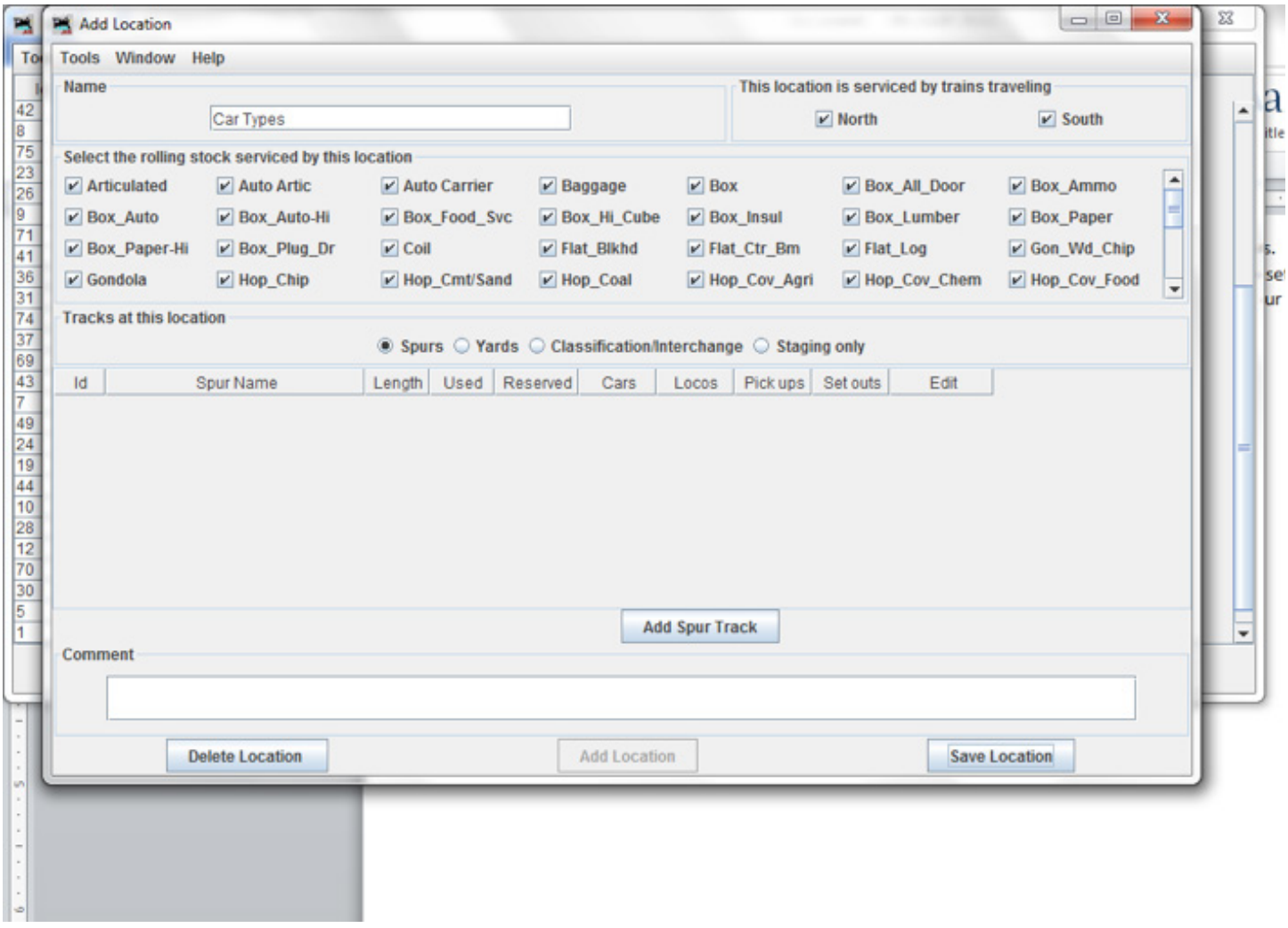
NMRA members are invited to comment by contacting the working group chairman, Bob Chaparro, at chiefbobbb@verizon.net or 951-925-2069.

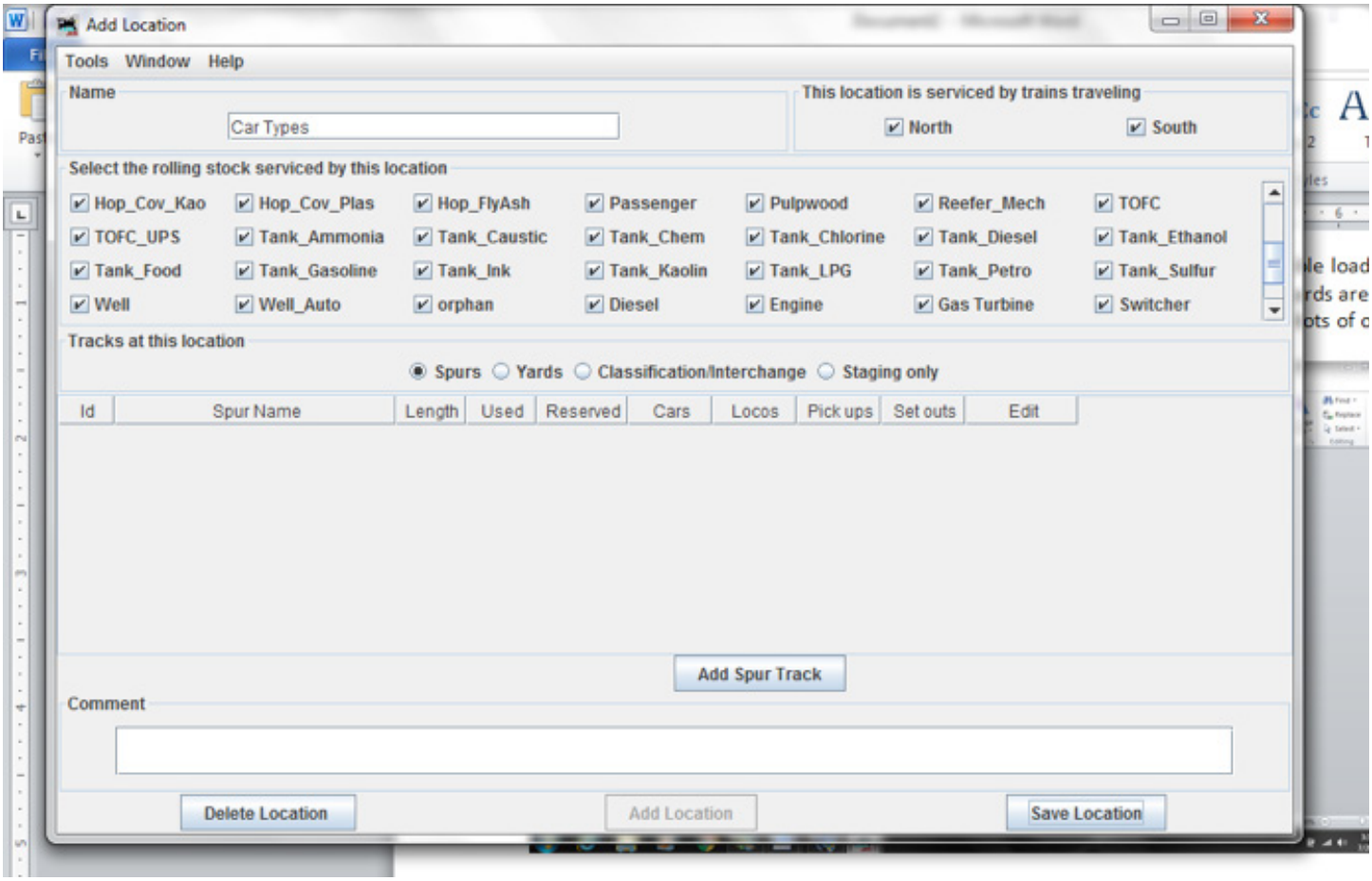
Members interested in having their layouts included in the Layout Directory also should contact Bob. ML

13 EXPERIENCES WITH JMRI at the MID-SOUTH MODEL RR CLUB

by Art Weller

1. At MSMRC, we have established many different car types to correspond to possible loads. In turn, we limit the loads to two: L (for loaded) and E (for empty). Spurs and yards are set up to handle whatever car types (with possible loads) are appropriate. Screen shots of our car types (approx. 50) are shown below:





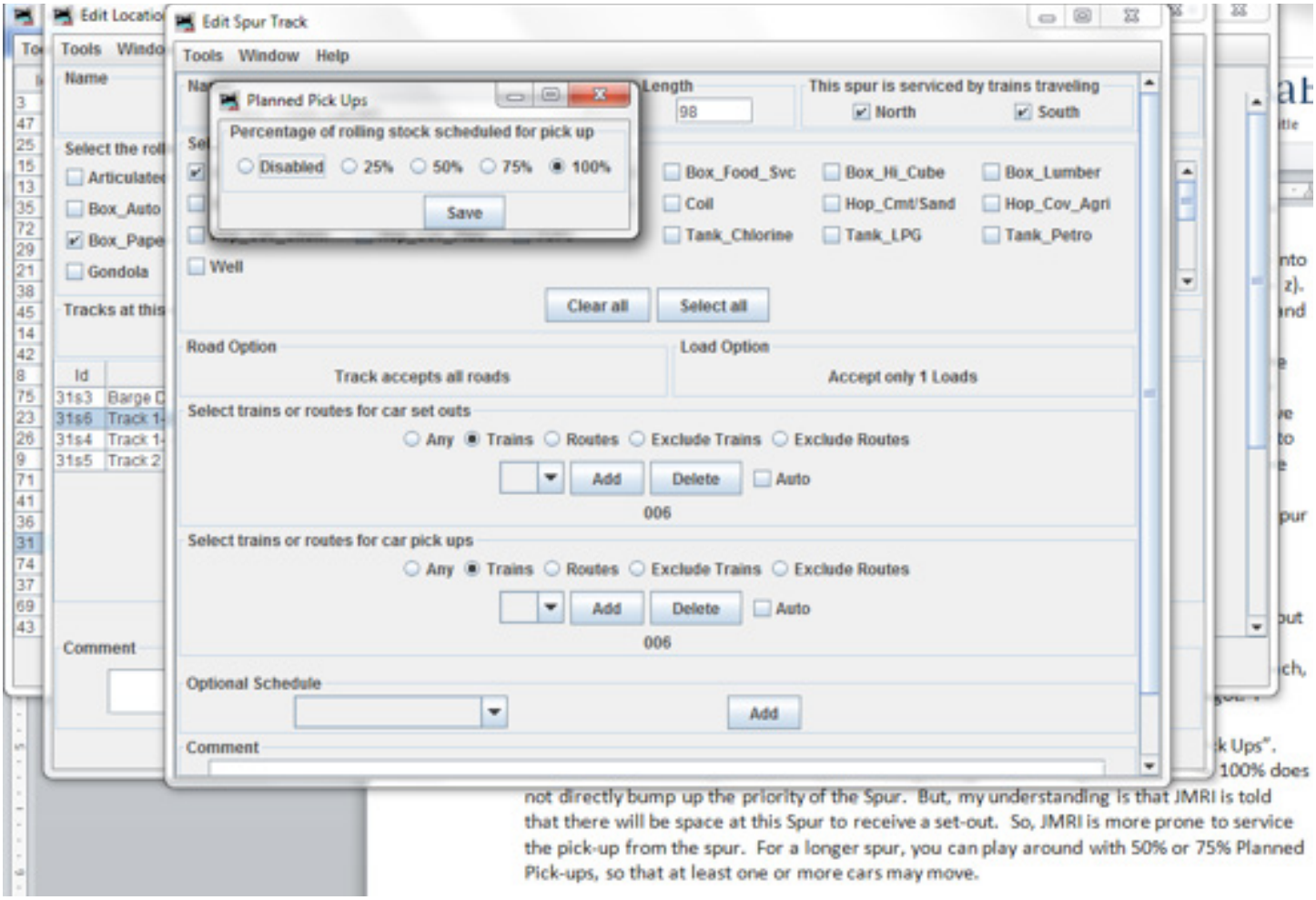
2. A word of caution about "Interchange" Tracks. We had one set up for a pretend Interchange, but the cars on it never moved over the course of many operating sessions. Investigation showed that some sort of schedule had to be set up for the Interchange to function – as if the cars were going physically to another part of the RR. Once we changed from "Interchange" to "Spur", the stranded cars moved, and new cars came in.

3. One of the more-useful tools available for "Locations" is the ability to sub-divide a track into multiple spurs. The naming nomenclature is: Track X-(Sub-spur y) and Track X-(Sub-spur z). The key is to immediately follow whatever name you are using for the track with a dash and open parenthesis. Insert the name of the spur or sub-spur, and then close parenthesis. Each "sub-spur" then can have its own car types and its own length. On the Manifest, the instruction will just refer to a Pick-up or Set-out for Track X. The train operator does not need to worry about which end if the track corresponds to which car type. At MSMRC, we recently subdivided a track into –(Auto Carrier) and –(Intermodal). We assigned 98 feet to accommodate one of our 91-foot auto racks and the remaining 170 feet to accommodate two well cars or a well car and a TOFC.

4. When setting spur lengths, remember to add 4 feet per car. So, if you have a single car spur for your longest car of an applicable type of, say, 70 feet, the spur needs to be 74 feet. I generally round up, so would use 75 feet.

5. On "Routes", one interesting, recent finding was regarding the setting of the number of moves. Specifically, we wanted one pick-up on the outbound run of a turn, and one set-out on the return visit. So, logically, we set the "Number of Moves" to "1" for each, on the route. Many trials gave incoherent results. When we bumped the "Moves" to "2" for each, things worked fine. [This was a lesson I learned a year ago, and subsequently forgot. I cannot explain why JMRI needs to be told 2 moves for just a single car.]

6. Another useful tool for helping to ensure that a Spur gets serviced is "Planned Pick Ups". The default is 0%. Especially for Spurs holding a single car, change to 100%. The 100% does not directly bump up the priority of the Spur. But, my understanding is that JMRI is told that there will be space at this Spur to receive a set-out. So, JMRI is more prone to service the pick-up from the spur. For a longer spur, you can play around with 50% or 75% Planned Pick-ups, so that at least one or more cars may move. It is accessed under the "Edit Spur", "Tools", "Planned Pick-Ups".


Edit Spur Track
Tools Window Help
Planned Pick Ups
Percentage of rolling stock scheduled for pick up
Disabled 25% 50% 75% 100%
Save
Length
98
This spur is serviced by trains traveling
North South
Box_Food_Svc
Box_Hi_Cube
Box_Lumber
Coil
Hop_Cmt/Sand
Hop_Cov_Agri
Tank_Chlorine
Tank_LPG
Tank_Petro
Well
Clear all
Select all
Road Option
Track accepts all roads
Load Option
Accept only 1 Loads
Select trains or routes for car set outs
Any Trains Routes Exclude Trains Exclude Routes
Add
Delete
Auto
006
Select trains or routes for car pick ups
Any Trains Routes Exclude Trains Exclude Routes
Add
Delete
Auto
006
Optional Schedule
Add
Comment
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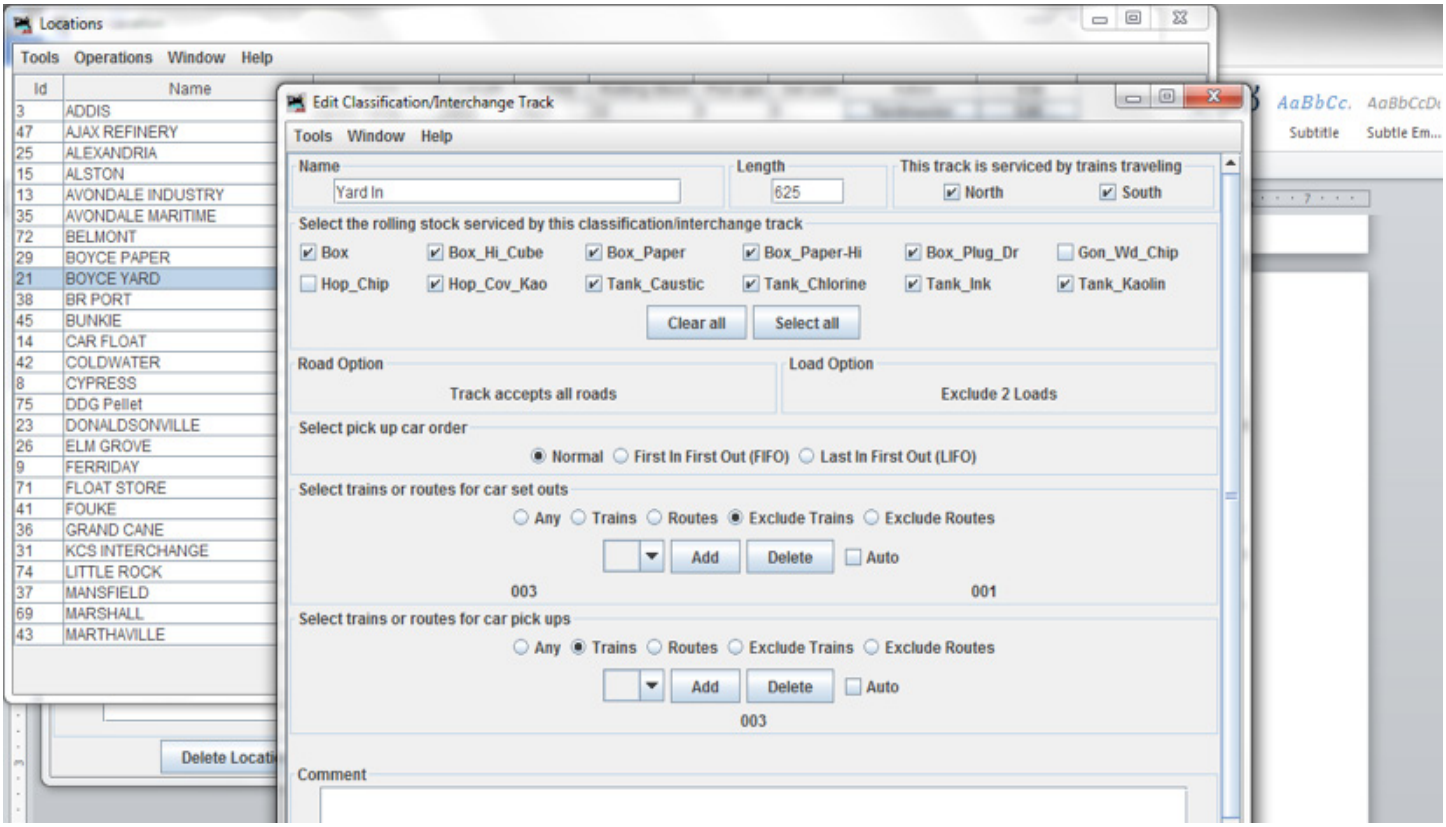
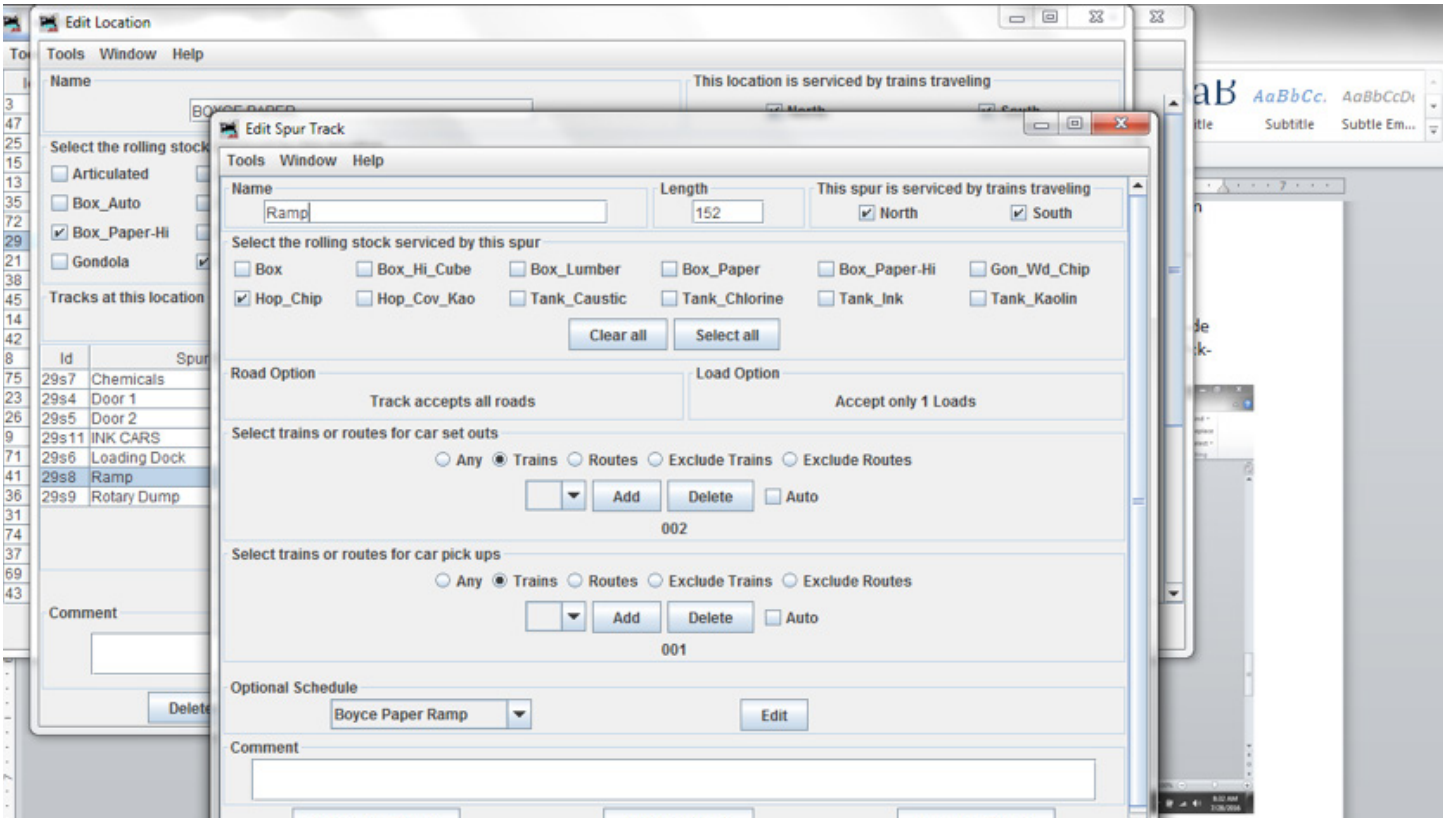
7. At one of our locations, we had three warehouses that were serviced by a single, long spur. However, we were only seeing one or maybe two cars servicing these warehouses during an Ops session. Subsequently, we established one-car-length spurs for each door – 8 new spurs replacing the one long one. Now we are getting several pulls and set-outs at the warehouses.

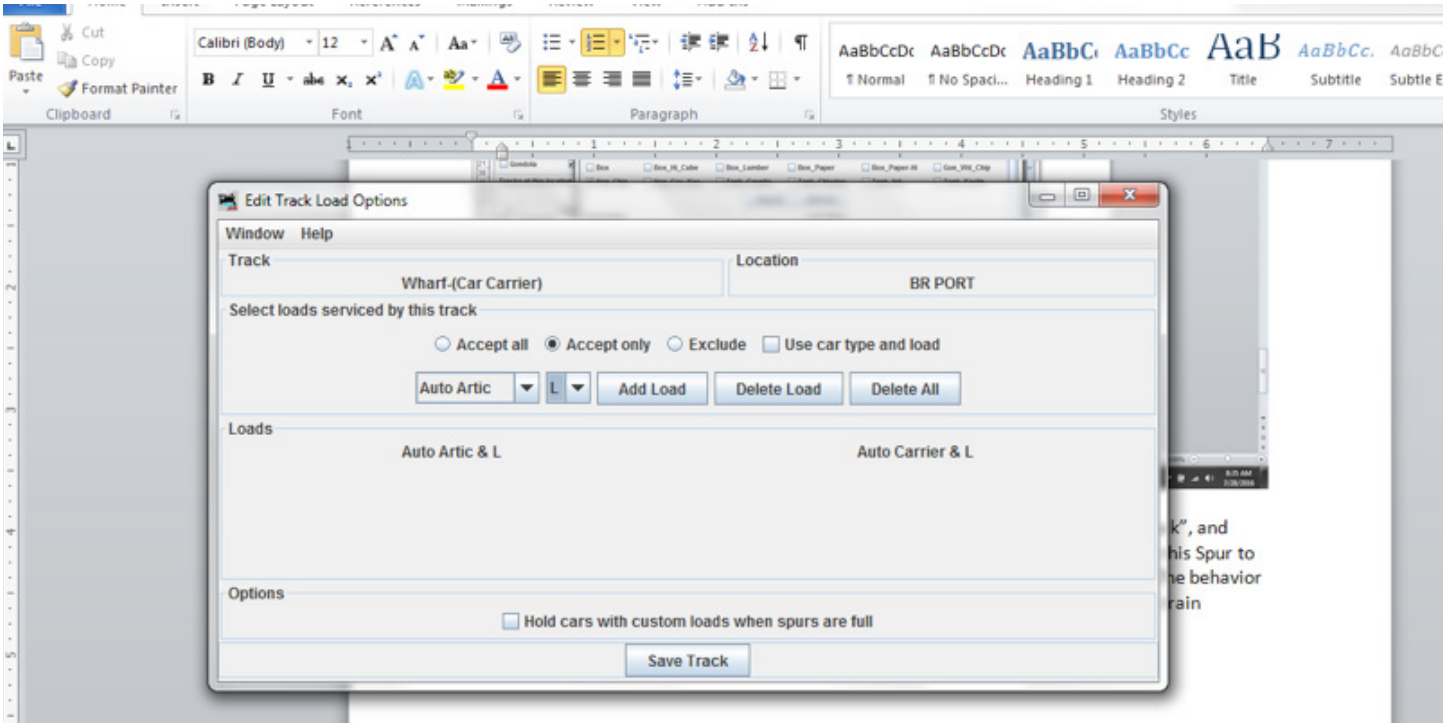
8. Similar to the above, we also were not seeing enough service to our customers because our 8 to 10 car trains just ran out of enough cars. Subsequently, for one train we re-named it as XXX 1st Section and added a sister train as XXX 2nd Section. The 1st Section began at the north and served spurs in the southbound direction. After completion, we "Terminate" the 1st Section. The 2nd Section proceeds from north to south (not the whole layout – just a portion going south), turns the power and caboose around and then serves spurs going in the northbound direction. The spurs were designated as being served by either the southbound train or the northbound train. Presto! We got much better coverage in this section of the layout, in conjunction with #7, above.

9. Another important tool is to designate only certain trains to service a Spur or Classification/Interchange Yard. See Locations, and then edit Spur. One can either include specific trains, or exclude specific trains. And, differing distinctions can be utilized for Pick-ups and for Set-outs. The following screen shots show the flexibility that is available:

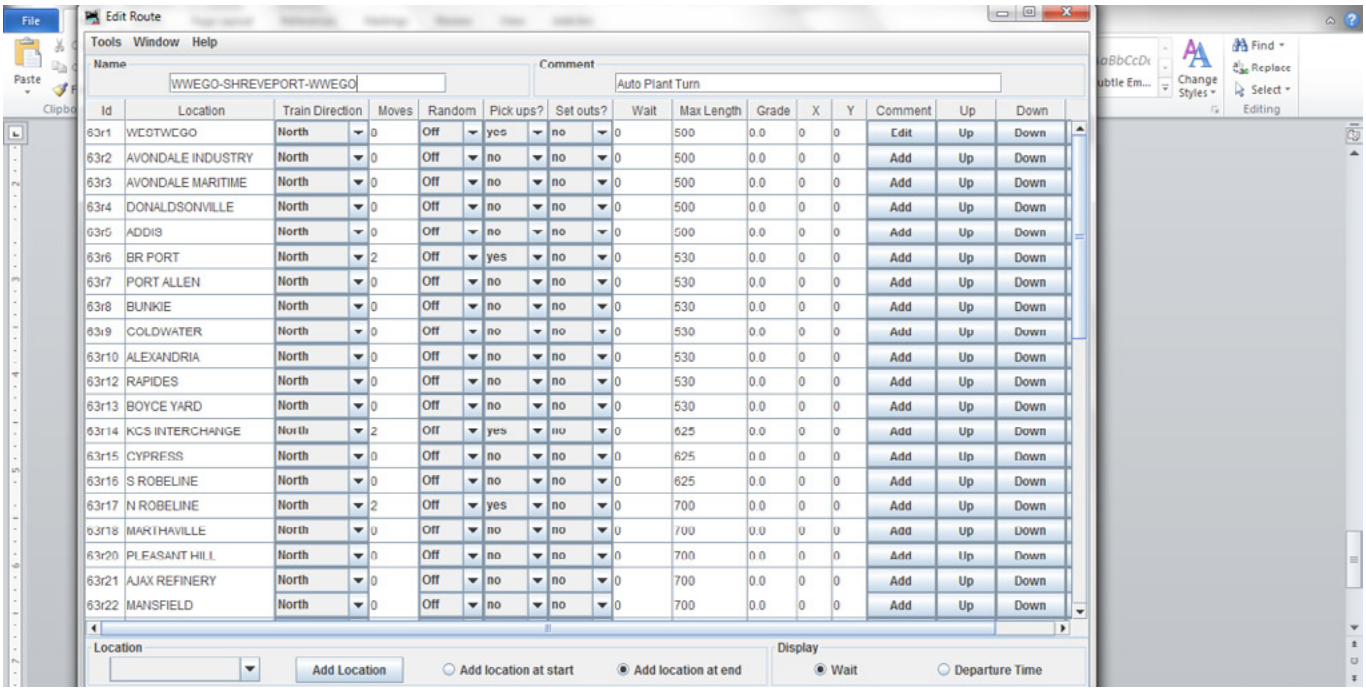




10. Spurs also can be restricted to certain car types and loads. Go to "Edit Spur Track", and then "Tools", and select "Load Options". In the screen shot, below, we require this Spur to accept only two types of cars, and to accept only Loaded (L) Cars as Set-outs. Select the car type from the drop-down, and either Loaded or Empty from the next drop-down. Then hit the button to "Add Load". (The behavior we are trying to model here is to have the site receive loaded cars, and then have these cars flip to become Empty (E) when the train terminates. This simulates a loaded car being emptied at the site.)

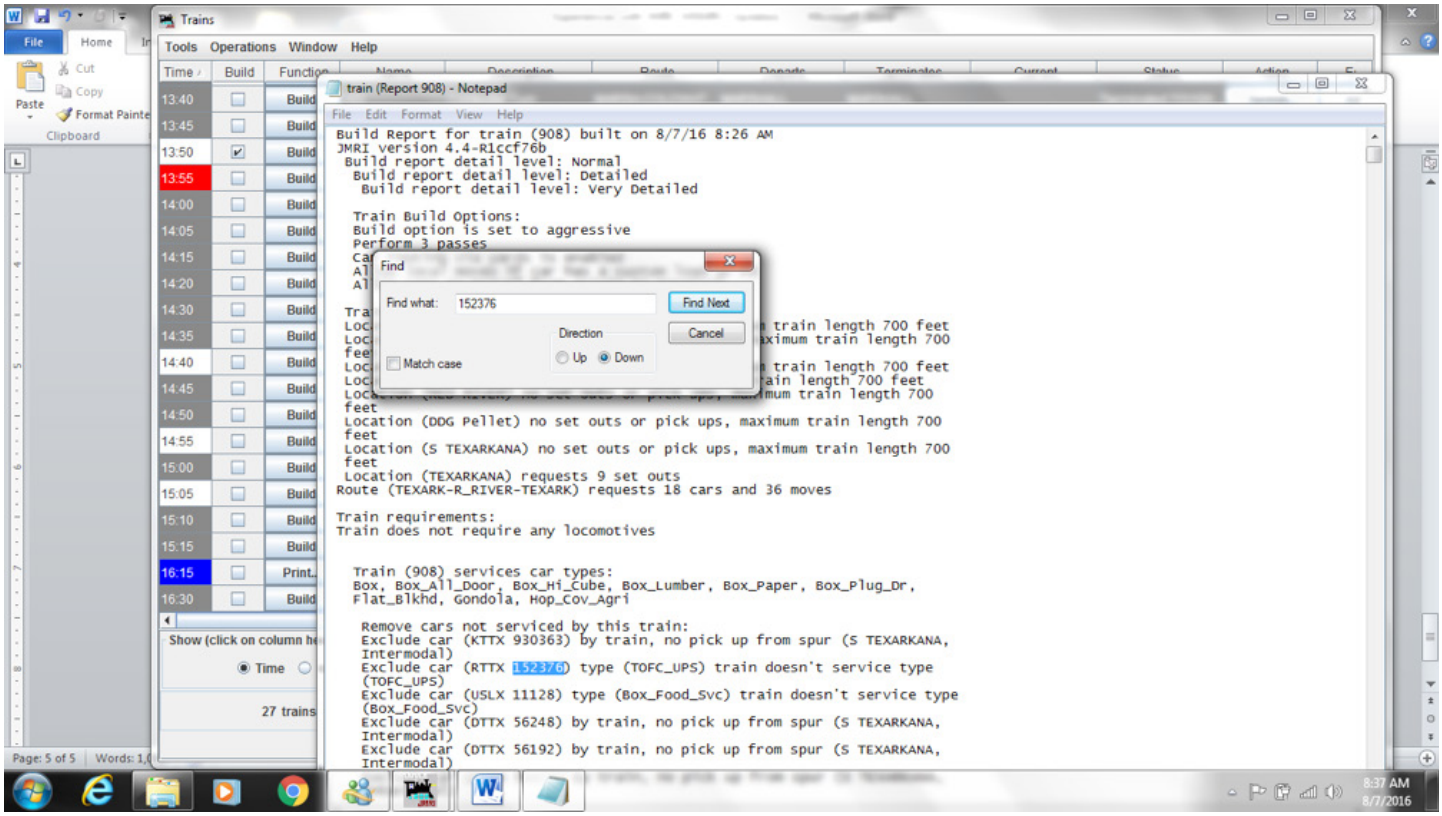


11. Another technique for influencing the behavior of a train is to vary the maximum length along the route. The following screen shot shows a train with an origin of 500 feet. It then increases in three stages according to the desired pick-ups, reaching our club's maximum of 700 feet. The return leg is a mirror-image of the lengths, decreasing back to 500 feet.


Edit Route
Tools Window Help
Name
WWEGO-SHREVEPORT-WWEGO
Comment
Auto Plant Turn
Id Location Train Direction Moves Random Pick ups? Set outs? Wait Max Length Grade X Y Comment Up Down
63r1 WESTWEGO North 0 Off yes no 0 500 0.0 0 0 Edit Up Down
63r2 AVONDALE INDUSTRY North 0 Off no no 0 500 0.0 0 0 Add Up Down
63r3 AVONDALE MARITIME North 0 Off no no 0 500 0.0 0 0 Add Up Down
63r4 DONALDSONVILLE North 0 Off no no 0 500 0.0 0 0 Add Up Down
63r5 ADDIS North 0 Off no no 0 500 0.0 0 0 Add Up Down
63r6 BR PORT North 2 Off yes no 0 530 0.0 0 0 Add Up Down
63r7 PORT ALLEN North 0 Off no no 0 530 0.0 0 0 Add Up Down
63r8 BUNKIE North 0 Off no no 0 530 0.0 0 0 Add Up Down
63r9 COLDWATER North 0 Off no no 0 530 0.0 0 0 Add Up Down
63r10 ALEXANDRIA North 0 Off no no 0 530 0.0 0 0 Add Up Down
63r12 RAPIDES North 0 Off no no 0 530 0.0 0 0 Add Up Down
63r13 BOYCE YARD North 0 Off no no 0 530 0.0 0 0 Add Up Down
63r14 KCS INTERCHANGE North 2 Off yes no 0 625 0.0 0 0 Add Up Down
63r15 CYPRESS North 0 Off no no 0 625 0.0 0 0 Add Up Down
63r16 S ROBELINE North 0 Off no no 0 625 0.0 0 0 Add Up Down
63r17 N ROBELINE North 2 Off yes no 0 700 0.0 0 0 Add Up Down
63r18 MARTHAVILLE North 0 Off no no 0 700 0.0 0 0 Add Up Down
63r20 PLEASANT HILL North 0 Off no no 0 700 0.0 0 0 Add Up Down
63r21 AJAX REFINERY North 0 Off no no 0 700 0.0 0 0 Add Up Down
63r22 MANSFIELD North 0 Off no no 0 700 0.0 0 0 Add Up Down
Location
Add Location
Add location at start
Add location at end
Display
Wait
Departure Time

12. At MSMRC, we do not assign engine types to specific trains in JMRI. Operators just choose from whatever power is available when they assemble their trains.

13. The "Build Report" is helpful for troubleshooting failed builds. However, it can run up to 20 pages when printed. Instead, use the following shortcuts when viewing on the screen: (A) Immediately scroll to the bottom of the report, because often the reason for a failed build is contained in the final few entries; and (B) Use the "Edit, Find" function in Wordpad to search for a particular car number. Start from the top of the report. After the first find, you can hit the "Find Next" button to see where that car number appears again, and again. The screen shot shows how the car number, when found, is highlighted in blue. ***ML***


Trains
Tools Operations Window Help
train (Report 908) - Notepad
File Edit Format View Help
Build Report for train (908) built on 8/7/16 8:26 AM
JMRI version 4.4-R1ccf76b
Build report detail level: Normal
Build report detail level: Detailed
Build report detail level: Very Detailed
Train Build Options:
Build option is set to aggressive
Perform 3 passes
Find
Find what: 152376
Find Next
Cancel
Direction
Up Down
Match case
Location (DDG Pellet) no set outs or pick ups, maximum train length 700 feet
Location (S TEXARKANA) no set outs or pick ups, maximum train length 700 feet
Location (TEXARKANA) requests 9 set outs
Route (TEXARK-R_RIVER-TEXARK) requests 18 cars and 36 moves
Train requirements:
Train does not require any locomotives
Train (908) services car types:
Box, Box_All_Door, Box_Hi_Cube, Box_Lumber, Box_Paper, Box_Plug_Dr, Flat_Blkhd, Gondola, Hop_Cov_Agri
Remove cars not serviced by this train:
Exclude car (KTTX 930363) by train, no pick up from spur (S TEXARKANA, Intermodal)
Exclude car (RTTX 152376) type (TOFC_UPS) train doesn't service type (TOFC_UPS)
Exclude car (USLX 11128) type (Box_Food_Svc) train doesn't service type (Box_Food_Svc)
Exclude car (DTTX 56248) by train, no pick up from spur (S TEXARKANA, Intermodal)
Exclude car (DTTX 56192) by train, no pick up from spur (S TEXARKANA, Intermodal)
27 trains
8:37 AM
8/7/2016

Trinity River Division
Active in the Hobby

Text and photos by Ken Towery

The Trinity River Division of the Lone Star Region (Division 3) holds monthly meetings in the Dallas areas, focusing on helping its members get as much as possible from the hobby of model railroading. Through presentations, clinics, and hands-on modeling, the division consistently provides its members with a forum for participation, and allows those members to showcase their creativity and modeling skills. All Division 3 members are encouraged to work towards earning certificates from the NMRA's Achievement Program, and several have earned their Master Model Railroader certification. Some members are content to use the divisional meetings as a means of increasing their knowledge and enjoyment of the hobby, but all provide a piece of the puzzle in their own way.

Here's what has been happening in Division 3 in the last few months:

Achievement Program (AP) Awards

May 2016: Don Winn - "Chief Dispatcher" and "Model Railroad Author"

June 2016: Donna Orr - "Association Official"

July 2016: Jeff Palmer - "Association Official"

July 2016: Marc LeChay - "Master Builder - Scenery"

July 2016: Roy Stockard - "Master Builder - Scenery"

July 2016: Ken Kaiser - "Association Volunteer"

September 2016: Joseph Sorenson - "Master Builder - Structures"

September 2016: Larry Swigert receives the National President's Award for his "Outstanding Service in Membership Enrollment"

2016 Regional Convention Awards And Participation

Several Division 3 members entered models and photographs in various categories that were judged in the 2016 Regional Convention in Arlington in June 2016. Here are some of the highlights:

Matthew Liptak entered an HO-scale superdetailed Montana Rail Link SD45 diesel in the Locomotive Category, and walked away with three awards in the competition.

Matthew's awards included "1st Place - Diesel Locomotives", "Teen Award", and "Novice Best in Show".

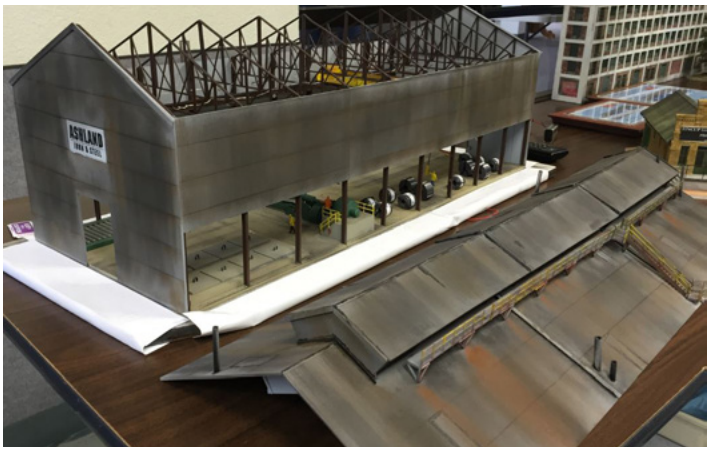
Matthew's award plaques being held by his family: father Paul, mother Kim, and grandmother Alma

Duane Richardson's S-scale diorama depicts the crew of a small sawmill posing for a photo in a setting that captures a small portion of an old-time sawmill located along the rails of a logging railroad. It won 1st place in the "Display" category and also netted the "Bob Clark Award for Best Logging Model".

Duane Richardson's sawmill close up. Not shown, but Duane also took an actual black-and-white photo of the S-scale crew as if it was from the perspective of the photographer standing on the logs. The photo won 1st place in its photographic category.

David Grien built this N-scale feed mill and entered it in the "Structures" category.

David Grien N-scale feed mill



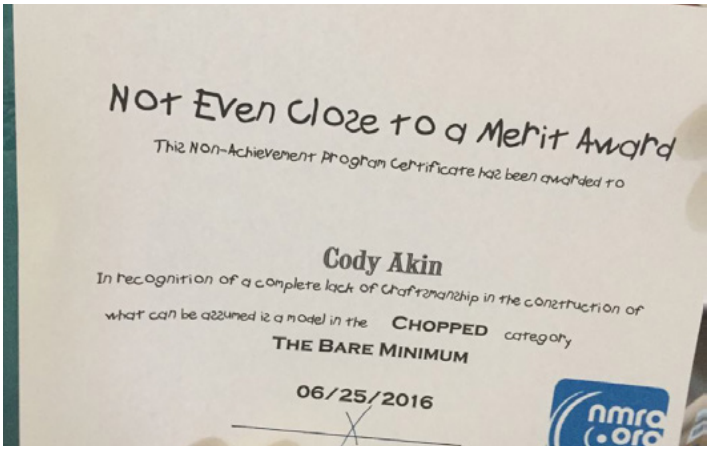
Also entered in the "Structures" category was this steel mill, complete with detailed interior by Dick Brannen.

Steel mill by Dick Brannen.

The "Non-Award" Category

Many people may have seen the television cooking chow know as "Chopped", where professional chefs are given several unusual ingredients that have to be used in the preparation of a delicious-tasting dish. Taking on that same concept, the "Chopped" Category was introduced at this year's convention. There were no restrictions as to what the entry had to be except that it had to include: a log, a piece of rail, something blue, a window, and a railroad wheel. Several models were entered in this category, however two brothers, Cody and Casey Akin, pushed the boundaries of the rules (and possibly good taste) in order to enter their [tongue-in-check] versions upon this theme.

Cody Akin vvvearned the first "Not Even Close to a Merit Award" certificate.


Not Even Close to a Merit Award
This Non-Achievement Program Certificate has been awarded to
Cody Akin
In recognition of a complete lack of craftsmanship in the construction of
what can be assumed is a model in the CHOPPED category
THE BARE MINIMUM
06/25/2016

v v"Not Even Close to a Merit Award" certificate.

With an entry entitled "The Bare Minimum", Cody earned the first "Not Even Close to a Merit Award" certificate.

And rounding out the bottom of the barrel, the "Dead Last Award" was given to Casey Akin for the entry he called "Log Cart".

The 1st place ribbon was Casey's "blue", not his actual award!

Show-N-Tell Participation

At each monthly meeting, Division 3 has a Show-N-Tell portion of the program so that members can have a forum to show off their current projects and/or completed models. Here are some highlights:

Despite their "Not Even Close to Merit Awards" at the Regional Convention, Cody and Casey Akin are outstanding modelers and frequent contributors to Division 3's Show-N-Tell. Over the course of 2016, Casey has been showing the division the progress he's been making on his 1:24 scale Section House. January 2016

July 2016

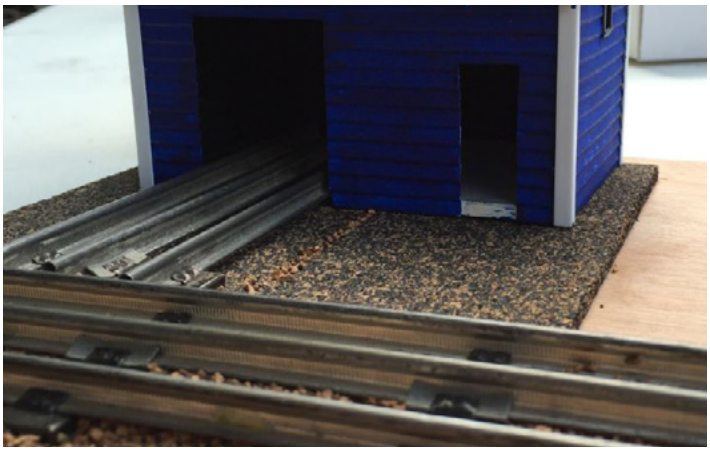
July 2016

August 2016

August 2016 Porch detail

October 2016

October 2016 Yes, those are the doors on the model!



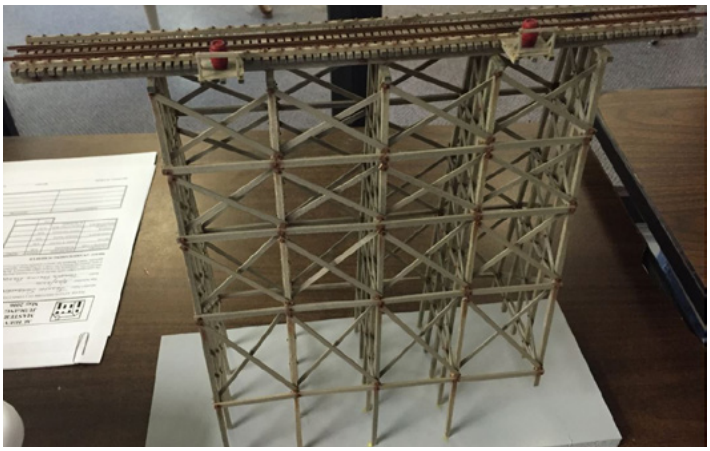
May 2016: G-scale Speeder Shed built by Allan Price

May 2016: HO-scale Magnuson Model kit built by Bill Huebner to demonstrate Vallejo paints and weathering powders.

June 2016: Work Train built by Bill Huebner

July 2016: Another Bill Huebner model, a background flat of a box/paper company

July 2016: Marc LeChay's S-scale produce shed



August 2016: Joseph Sorenson's scratchbuilt wooden trestle

August 2016: Using a prototype photo, Cody Akin has painted this D&RGW 2-8-0 brass locomotive for a friend.

September 2016: Larry Galkowski demonstrated how he makes "cheap trees" better.

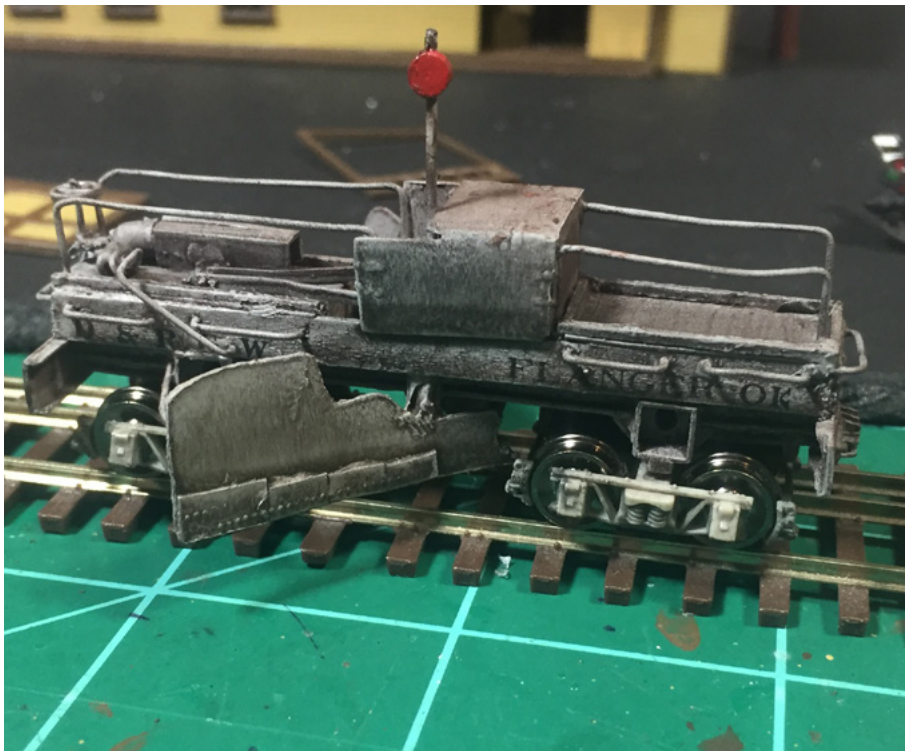
Nominations

Blake Bogs
superchief15@yahoo.com

Hello All. Well I'm back after taking a break last issue. This was supposed to be my first issue as Director at Large only, but I am now filling in as Nomination Chair once again. I would like to first thank Steve Blackson for his service in the position. That being said, we have a little under a month before nominations end for the region. If you are interested in a position, please email me ASAP! My email is superchief1520@gmail.com. The positions that are up for election are: President, Treasurer, Division 1 Director, Division 3 Director, Division 5 Director, and Division 7 Director.

Summer was a busy one filled with lots of model railroading, but yielded very little progress in my opinion. The first part of the summer was spent working on my two models. I worked on my Cumbers station for a little under two months. This was my first Laser Cut kit to build. I quickly found out that I prefer wood kits more than plastic kits, even though they take longer. I decided to put a full interior in my station which was probably a huge mistake, but since I was entering it in the contest I felt that I needed to add the interior. Luckily, I came in second place and received the best kit built for the station. I look forward to building more kits, maybe even in another scale.

I also entered a HOn3 Flanger



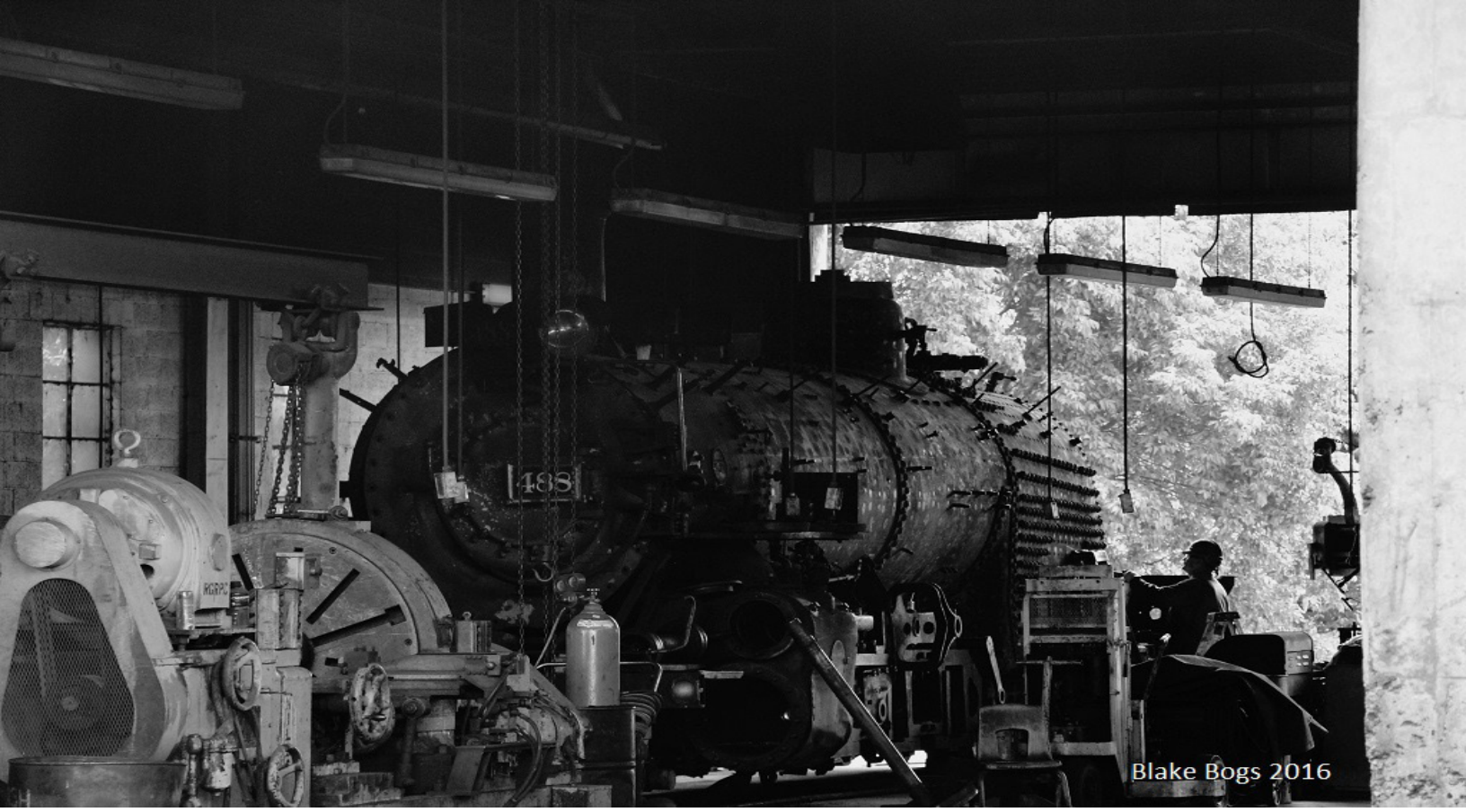
into the contest. This was my first "box of sticks" kit. This kit was a slow and tedious work, but at the end it turned out amazing. I still haven't had a chance to put couplers on it, but they will be put on by the end of the year. I left the couplers off of the model in the contest room because I'm going to have to mill the white metal castings to make the couplers fit without making the car derail through every switch. Both of the projects were the "Someday" projects. I was scared to start because I was afraid I was going to tear up the kits. Well, at times I did, but weathering and modifying fixed my mess ups.

I have recently been working on another kit; a Santa Fe two story station. As I write this, I am around 75% finished with this station. I mostly have interior work left do in it so I decided to enter it in the Division 4 contest at their regional meet on October 22, 2016 and was very glad with the outcome of the scores. I scored 89/125 points. I hope to have this model completed by December and to move on to another station afterwards.

After I finished my first model, I quickly realized that I have been quite nervous to build kits. I wanted to start my own projects and buildings, but I felt like I couldn't do the kit. I told myself "I don't have the skills," "I'm going to destroy the kit," "I don't want to start it until I have a layout," and "I will get to it when I have time." All of these statements caused me to stay out of the contest room. It was only after I finally opened my Cumbers station and started building it that my fear of this went away. I still worry I will mess something up, but the only way to get better is to practice my modeling skills.

As I just noted, I attended the Division 4 regional meet in October. The day was filled with several clinics, a Lego "L Scale" modular layout, a N Scale modular layout, a modeling contest, and layout tours. I was thoroughly impressed with this meet and am looking forward to attending it again next year. I was only able to see five layouts this year, but all of the layouts I saw were great! My thanks to David and Sam Nicastro, Brian Helms, Charles Etheredge, Chuck Ellis, and Riley Triggs for being open on the tour and allowing us to visit.

On another note, I finally made it to Colorado again this summer. This trip would be the last time I would get to visit Caboose Hobbies' location on Broadway. In July of 2016, it was announced Caboose had to close because of their lease. When we went there, about half of their stock was already



gone. I only ended up getting a decoder, but it was worth visiting for one last goodbye. Recently, I heard that Caboose will reopen with a new owner. I look forward to visiting the new store the next time I am in Denver.

In addition to going to Caboose, we made it to many museums. Some of these museums included the Colorado Railroad Museum, Forney Museum, Colorado Model Railroad Museum, Pioneer Museum, D&S Museum, and others. We also visited Georgetown Loop, Cumbres and Toltec, and Durango and Silverton. This year was also special because I got to see 315 run for the first time. All of these museums were amazing, especially the Pioneer Museum in Gunnision. If you haven't been there before, take a day the next time you are in Colorado and stop in. You will need around 5-7 hours to view the whole thing.

We have a lot going on in Houston right now. The San Jacinto Model Railroading Group is hosting their annual layout tour with over 50 layouts open all around the Houston area. If you get this in time, please come visit these layouts. Even if you are in another town other than Houston, it's worth coming to see some of these beautiful and legendary layouts. The last few years, my Megan and I try to visit at least five of these fantastic layouts. On another note, Petticoat Junction will be having its open house on November 4, 2016. I'm personally looking forward to this as we always have a fantastic time seeing what our group has been working on. We've seen everything from stations, to modules, to Shay's.

The group has had a lot of different clinics lately. I did a clinic on picking a model to build in August and did a clinic on my Colorado Trip in September. In October, Mr. David George, aka Mr. Dave, did a clinic on his Germany trip.

To conclude this issue, I wanted to share a photo. This photo was taken at the Durango and Silverton Museum. It's kind of cool going into the Durango and Silverton Museum and seeing an award from the Lone Star Region. That was the last thing I thought I would see. Well, that's pretty much all for this month. Be watching for my new articles in the next issue, AND don't forget to nominate yourself for a position on the LSR Board!

Until then, keep the trains running!

ML

Director Reports

Cowcatcher Division 1
by Chris Atkins
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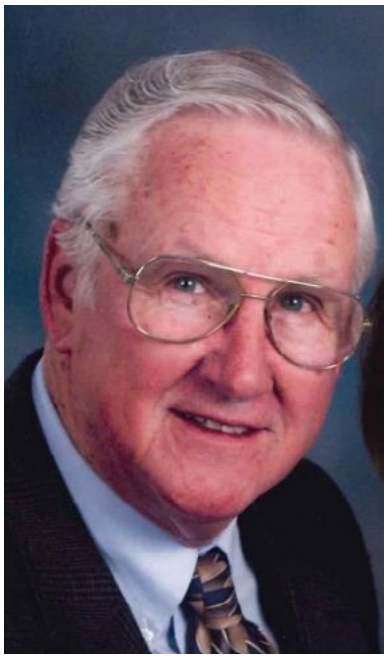
cowcatcherdivision.com

Hi all, I hope you are having a nice fall.

I hear from time to time about members of our division who have passed and decided over 10 years ago not to bring up the sad occasion in this column. That was mostly because I didn't feel like I could give equal attention to everyone's friends because of the varying degrees I have gotten to know you all. Also, sometimes I wouldn't hear about a death, and it was embarrassing to miss one.



That said, I do think it's important for me to mention the unexpected passing of Jim Norwood.

A couple weeks ago our division lost one of its pillars. I doubt there is anyone reading this who didn't take advantage of his generosity and visit his home in North Richland Hills during convention or train show open houses. He and his wonderful wife Mary also hosted an annual Christmas party and I was lucky enough to be invited the last few years. I got to know Jim mostly by operating on his layout or traveling with him on operating weekends and I was proud to call him my friend.

On a happier note, I am very excited about the upcoming DFW Interchange weekend. Our division has really stepped up to the plate and we are provide 7 of the 12 layouts for the Interchange. My own layout is ready for 3 guest operators and I'm very anxious to have guys from out of town operate on it.

Most of the work over the summer was on the unglamorous electrical system. Needless to say, all of the track is powered, frog powered routed by Tortoises, and other basics needed just to move the trains around reliably, but I've also been able to get all the switch machine controllers installed so that control is thru DCC. This is how we did it a the Southside Railroad Modelers club, and I always liked it. On the club, we also had panels with toggle switches, and eventually we had every toggle connected to the DCC too so that you could throw the switches manually.

On my layout I don't feel I have aisle space for panels with toggles so my plan is to have $50 Kindle Fire tablets mounted on the upper fascia and switches can be thrown by touch screen. Speed Muller helped me convert my 3rdPlanit drawings to a JMRI panel, and we have the 70+ switches all working with the three tablets. I'm not completely happy with the results of using the layout design software output for the touchscreen panels, so after the Interchange I plan on experimenting with other track diagram styles and getting one that is easy to use.

In other news, the division did our part once again in the Fall Plano Train Show. We gave two clinics and I noticed that the NMRA booth was heavily staffed by division 1 members. Thank you. The Texas Western held their train show the following weekend and I thought it was a very fun show. It was good to go and see a lot of the division guys there.

I would be glad to organize more division meetings, but I really can't do every presentation. Also, I think we need a neutral place to meet because when we meet at one club, nobody from the other club comes and vice versa. I'm always looking for someplace affordable to meet in N Ft Worth, which seems like a pretty central place considering the number of people we have in Denton county as well as the northern suburbs, but I haven't come up with one and the traffic on I35 is abysmal, which I discovered both coming and going to Jim's funeral.

As always, I'm open to suggestions. I know a lot of you enjoy going to the Division 3 meetings, which I support 100%, but the reason they have such elaborate meetings is because they have a lot of volunteers putting the meetings together.

Be safe.

Bayou Division 2

by Rod Fredericks
fredericks.rod@gmail.com
225-939-0187

Since my last report in July, the Bayou Division has really lived up to its name, and not in a good way. What the meteorologists termed a mesoscale convective system formed over southeastern Louisiana in mid-August, dropping some 7 trillion gallons of rain in the areas surrounding Baton Rouge and Lafayette. This was the equivalent of four times the rainfall associated with Hurricane Katrina, overtaxing local rivers and bayous and resulting in what was termed a thousand-year flood. Homes and businesses in large areas of Baton Rouge and the parishes north, south and east of the city were flooded, some with water to the roof tops and a number of lives were lost. And the model railroading community did not escape the impact.

A number of model railroaders experienced home flooding and three layouts were damaged to various extents. My club, the Mid-South Model Railroad Club had 27 inches of water inside the building, not enough to reach the bottom of the layout, but high enough to submerge the DCC and signaling systems, and storage cabinets under the layout containing supples, tools and engines and rolling stock (club property as well as members' personal property). Needless to say, the financial impact is significant.

But we will overcome. In fact, we have already started the long way back. All of the water damaged material (sheetrock, carpet, cabinets, etc.) have been torn out and removed from the site. The building dried and disinfected, and currently new insulation and wall material is being installed. We still have a long road ahead of us, but a willing crew of club members and other model railroaders are working toward the resurrection of the MSMRRC. We might even have trains running again by the first of the year.

At this point I will add that the rebuilding of the club might not be possible were it not for the NMRA lay-

out insurance. We have yet to reach a final settlement, but expect to have much of the property lost covered under the policy.

Thankfully, the flooding, although extensive here, did not extend too far north, or into the New Orleans area. The Greater Baton Rouge Model Railroad Club in Jackson, LA was not damaged, nor was the Crescent City Model Railroad Club in Metairie, LA.

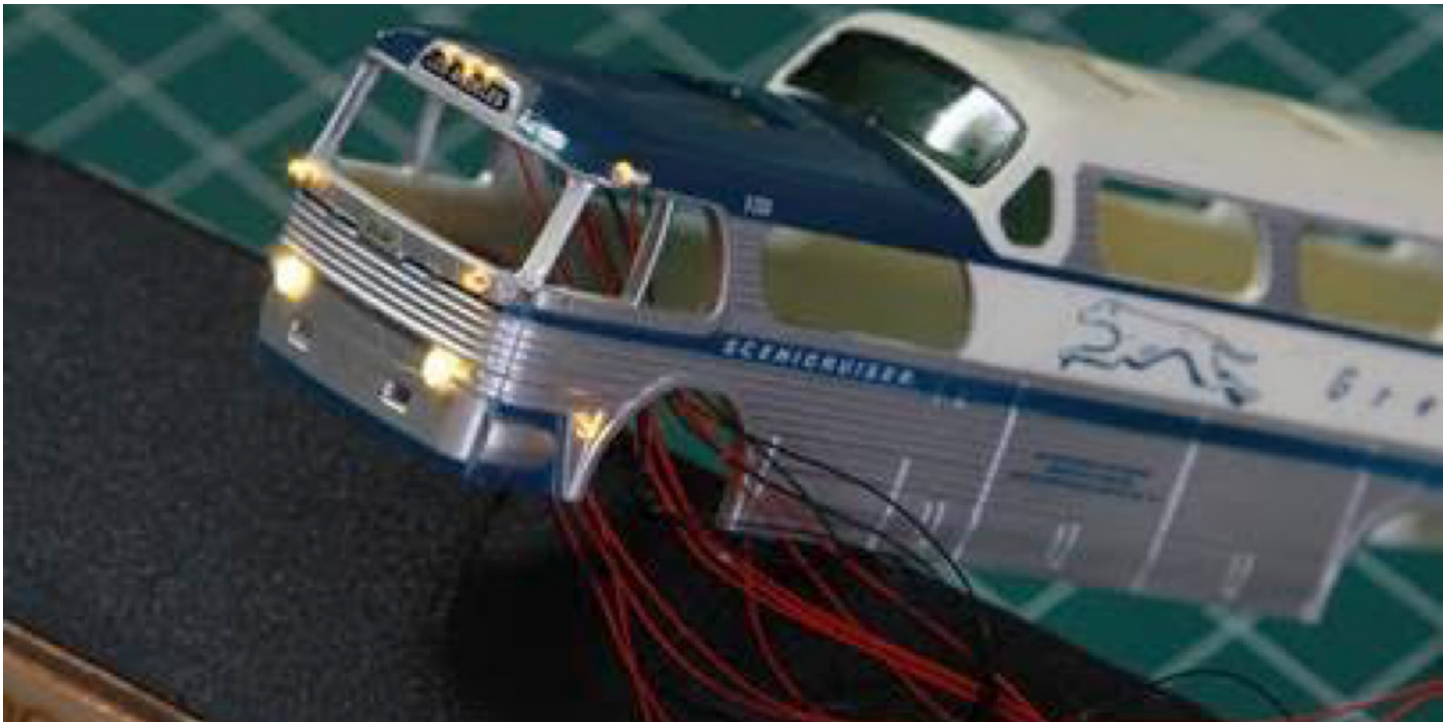
On a personal note, the area of town that I live in did not flood. My home and layout are fine, but just a short drive around town and my heart breaks to see all of the devastation this event has wroth on the lives and property of my neighbors.

Model railroading is important to us, but that importance tends to dim when you see what others are going through. But south Louisiana people are a strong lot, and we will overcome.

So that's all for now. I'll Keep you posted of our recovery.

North East Texas Division 3

by Jerry Hoverson, MMR
jhoverson@tx.rr.com
972.540.5315



Happy fall everyone. We've had a cool down all the way to the upper 80s and lower 90s. The Trinity River Division monthly meetings continue to provide educational clinics and manage to have a little fun too.

July – Started a multi-part clinic series on taking an off the shelf Bus or large Truck and converting it into moving vehicle like the Faller car system ones. During this first meeting we disassembled the bus and replaced the back axle with one with a gear and motor on it.

August – Continued the Bus clinic by modifying the front axle to allow steering and add the wiper that follows the wire in the road. Not everyone was interested in continuing this project so we also included a "Giving your Railroad a Purpose" clinic while the "Bus people" split off and continued to work on their vehicles.

September – While the "Bus people" continued to work by preparing the vehicle for the inside electronics the remainder were treated to a in-depth clinic on LEDs by Gert Muller that had been scheduled earlier but had to be postponed.

October – Again the bus crowd split off and spent the day drilling holes and installing extremely small LEDs for headlights, turn signals and running lights in the front of the bus. For everyone else, I presented a "trip report" on my recent visit to Miniatur Wunderland in Hamburg Germany.

In November in will be a year since the Trinity River Division was granted 501c3 status. So, in addition to the regular meeting agenda we will hold an annual membership business meeting and hold an election for next year's president.

That's it for this time, keep rolling down the track!

CenTex Division 4

by Peter Kazmir
pakazmir@gmail.com
CenTexNMRA.org

No report

Division 5

by Dave Lamberts
DavidWL1944@aol.com
806.792.7244

Due to a dwindling membership, the club BOD decided to send out a questionnaire asking all the dues paying members what they thought could be done to stimulate more membership or to improve the club attendance. I will share the results next report.

Division 6

by Kevin Bergeman
kevin.bergeman@gmail.com
210.488.4370

No report

Division 7

by Don Kimmell
elf4kcs@mac.com
318.798.7718

See the Elf Sage coverage earlier in this issue.

Texas Gulf Division 8

by Jim Lemond
jimlem@verzion.net

This past quarter has been very active for Division 8. Ray Byer, Division 8 President, has organized and produced monthly clinics for model railroaders that range from contest information to electronics. Loren Neufeld, MMR has held one of the most popular clinics on scenery and design in September 2016.

The Division 8 Annual Picnic and Meeting was held on September 24, 2016, at Zube Park in Houston. Ray Byer in conjunction with the Houston Live Steamers produced a well-attended meeting and fun filled day of train riding. Items discussed at the yearly meeting was about the upcoming Lone Star Region Convention to be held in Houston in June 2017. Also discussed was a possible rewrite of the Division Constitution to bring it in line with the NMRA revisions. Thanks to all Division members that provided the desserts and snacks for the Annual Meeting.

Division 8 members attending the National Narrow Gauge Convention in Augusta, Maine were Chuck Lind, MMR, Craig Brantley, Don Formaneck, Jim Baron and Jim Lemmond. Chuck Lind, MMR received an Award in Photography. We all were treated to a great convention and a super Lobster Roast by the convention committee.

Upcoming events in Division 8 are:
Annual Layout Tour sponsored by the San Jacinto Model Railroad Club – Nov. 5 – Dec. 4
See http://sanjacmodeltrains.org/
San Jacinto Model Railroad Club Train Show – Saturday, February 18, 2017
http://sanjacmodeltrains.org/
Division 8 monthly clinics at Bayland Center, Houston, on the second Saturday of each month. See http://texasgulf-division.org/
Lone Star Region Convention – June 2017

Tresurer Report

Treasurer
by Donna Orr
dlo-rls@sbcglobal.net
(972) 342-8598

For the Second Fiscal Quarter of 2016/2017

Beginning Balance 08/01/2016	
LSR Checking Account	$6,659.82
Vanguard CD Fund	$20,417.60
Vanguard Convention Fund	$ 9,532.91
Acct Receivable for 2016 Convention	$2,000.00
Total LSR Net Worth	$38, 059.63
included in Total LSR Net Worth	
Funds for the Bob Clark Award	$570.00
LSR Proceeds	
Vanguard CD Fund Interest	$16.86
Vanguard Convention Fund Interest	$9.08
NMRA Region Rebate	$981.00
DFW Convention advance return	$2,000.00
DFW Convention member proceeds	$324.00
Total Proceeds	$3,330.94
LSR Disbursements	
NMRA rebates to division	$954.25
Total Disbursements	$954.25
Net Proceeds/ Disbursements	$2,376.69
Ending Balance 10/31/2016	
LSR Checking Accounts Total	$ 8,440.57
Vanguard CD Fund	$20,434.46
Vanguard Convention Fund	$ 9541.99
Total LSR Net Worth	$38,417.02
Not included in Total LSR Net Worth	
Funds for the Bob Clarke Award	$570.00

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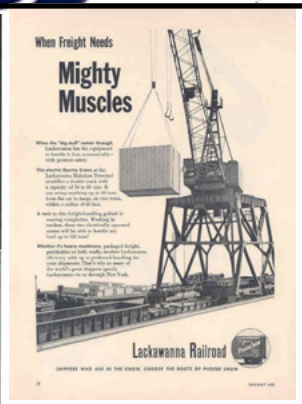
Saturdays 3:00 PM to 9:00 PM



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